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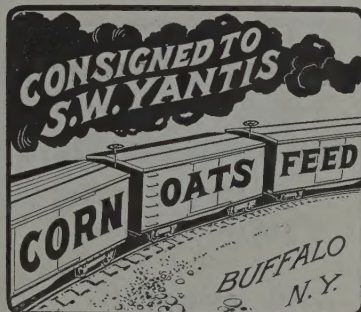
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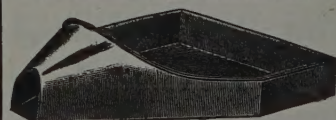
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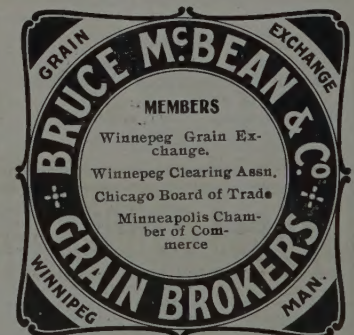
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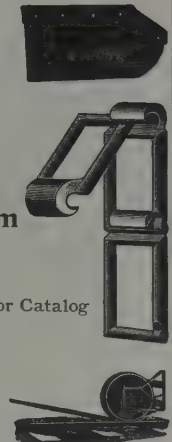
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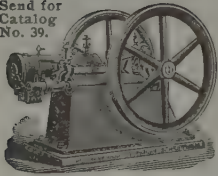
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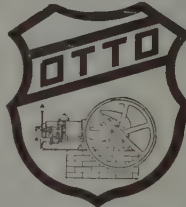
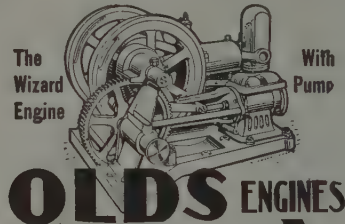
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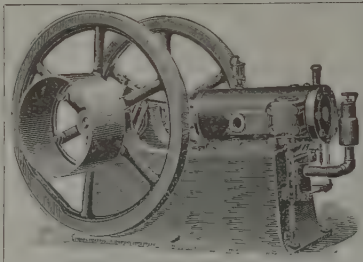
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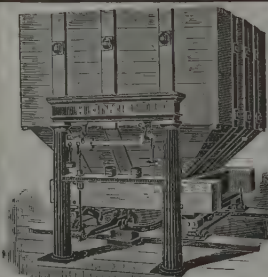
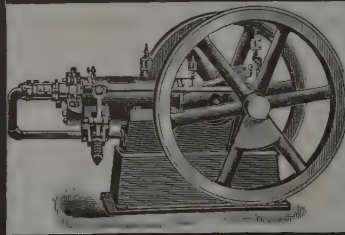
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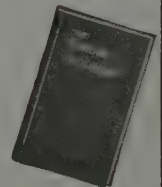
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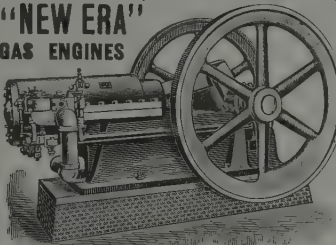
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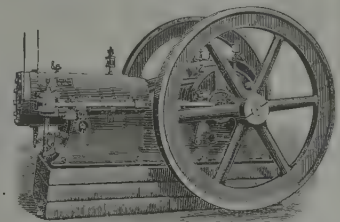
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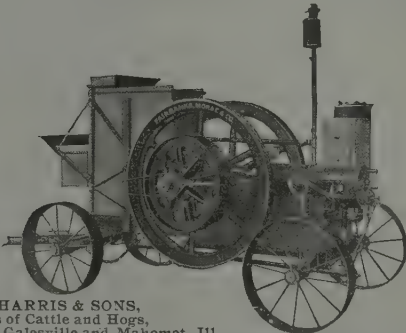
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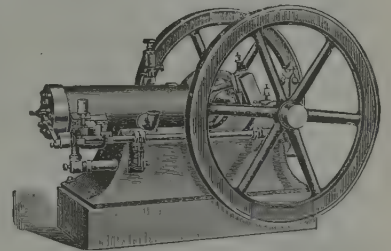
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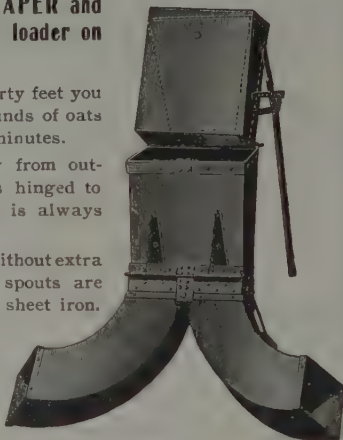
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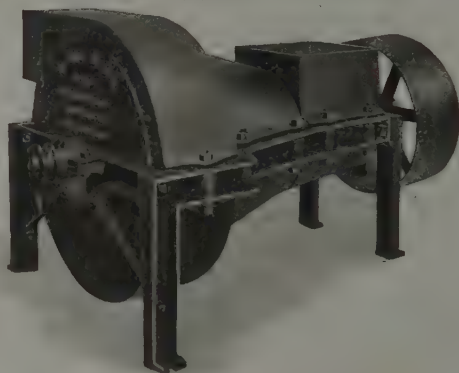
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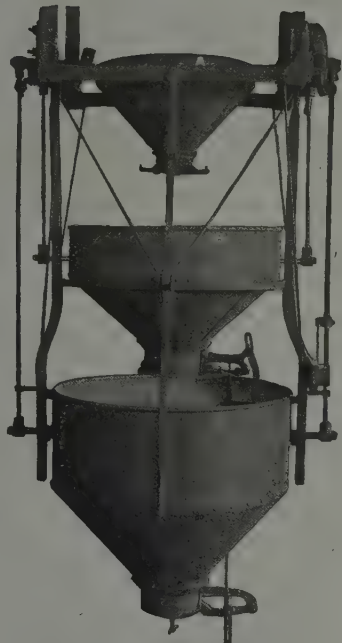
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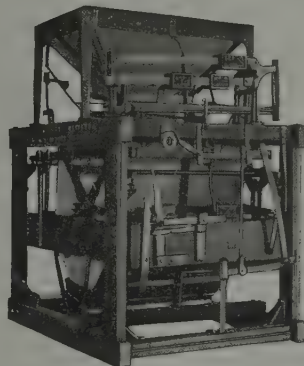
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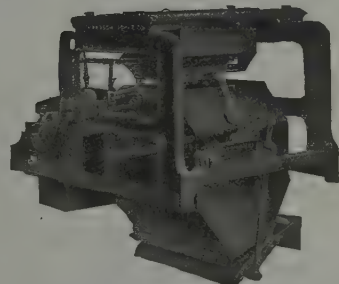
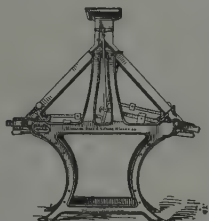
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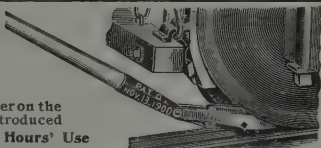
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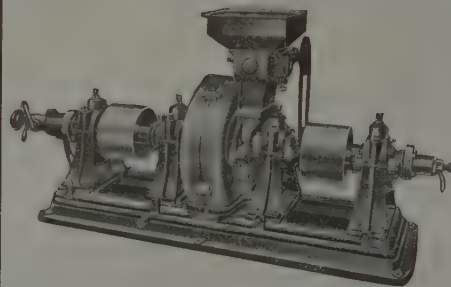
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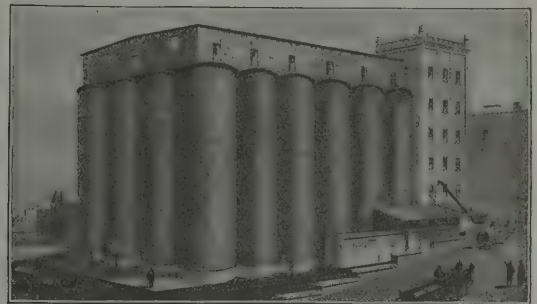
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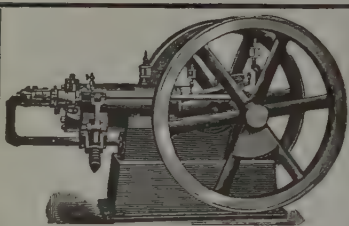
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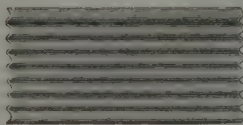


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Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/2 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

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Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/2 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Modern Grain Elevator Machinery

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TURN HEADS

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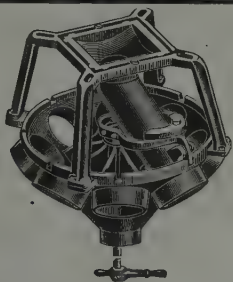
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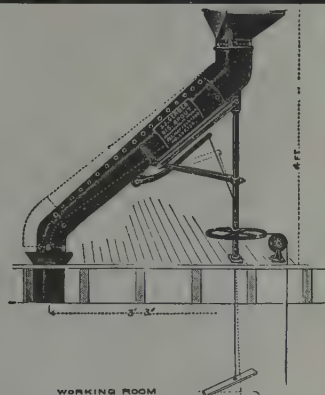
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if you come to us for 'em. We can supply anything needful in Conveyor, Chain, Grain Buckets, Sprockets, Pulleys, Belting and Iron Work at prices that will convince you that *we're just the people* to deal with. Glad to see you or hear from you, always.

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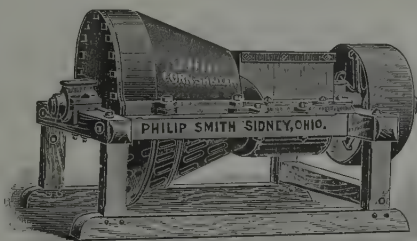
LOCATIONS FOR FLOUR MILLS and ELEVATORS

A number of desirable locations for flour mills, grain dealers and elevators are open on the lines of the Santa Fe in the southwest. Further information will be gladly furnished on application to the undersigned.



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Corn Shellers, Cleaners, Dumps, Drags



Everything for
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- 1—It is a cleaner that **CLEANS**;
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These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

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Decide Now

THAT THE NEW PROCESS CORN CLEANER

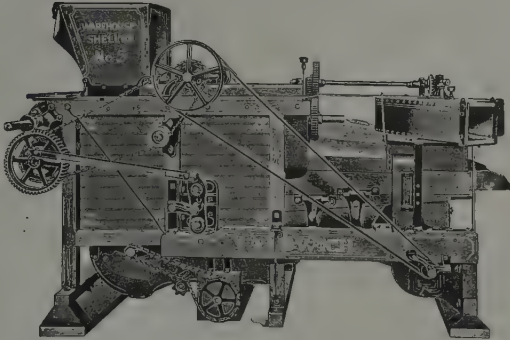
is the machine you **must** have if you want clean corn; corn that will grade and bring the top of the market every time. ¶ One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. ¶ This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of Corn Shellers and Cleaners as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

Marseilles Manufacturing Co.

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SANDWICH CORN SHELLERS

WAREHOUSE and PORTABLE
For Husked or Unhusked Corn



Are Simple, Fast and Light Running. As Corn Savers they excel all others. They shell all the corn, clean it perfectly and deliver all of it to elevator. Have convenient and modern Dust and Husk Fans. They scatter less litter than any others.—Send for catalog and prices

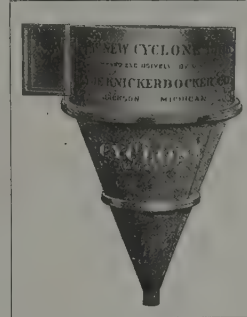
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Stop Your Back Pressure **CUT IT OUT**

COSTS GOOD MONEY EVERY DAY



There is but one "Cyclone" Dust Collector "THE KNICKERBOCKER CYCLONE"
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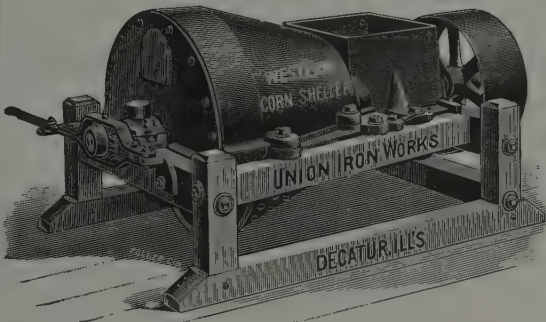
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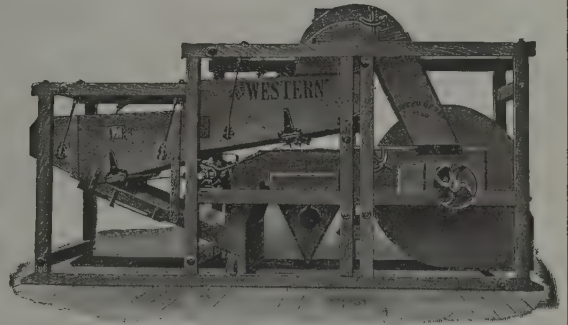
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CYCLONE
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The Knickerbocker Co.

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"Western" Warehouse Sheller



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Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

UNION IRON WORKS

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Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

ELEVATORS FOR SALE.

UP-TO-DATE eltrs. in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR AND COAL BUSINESS in central Iowa for sale or trade for Iowa or Minnesota land. Address H. E. R., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

FOR SALE—In northwestern Iowa a 15,000-bushel grain elevator, equipped with modern machinery and doing a good business. Good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

TWO NEW ELEVATORS for sale; also lease another; in first-class condition. All doing business in grain and coal. Will sell them very cheap; have other business. Address H. J. Saks, Charles City, Iowa.

ELEVATOR, HAY & COAL Business for sale. In good repair. Gasoline Power. In good town located in excellent territory in Northwestern Ohio. Price \$2,000. Address D, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—All or one-half interest in one of the best elevators in eastern Kansas to an experienced grain man who can take charge. Prefer to sell one-half to the right party; plenty of business in sight. Address Eastern Kansas, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 100,000-bushel, first-class grain elevator, located at Hastings, Minn., a town of 4,000 people; only one elevator in city now buying since farmers' elevator burned three weeks ago; over 1,000,000 bushels of grain marketed in the city annually; will sell cheap. This is a chance not picked up often. Look it up; inquire of F. H. Schriber, 309½ Jackson St., St. Paul, Minn.

ELEVATOR FOR SALE 14,000 bus. capacity. Located in a large territory in Northern Indiana. Well equipped with 40 h. p. boiler, 35 h. p. engine corn sheller, 2 cleaners, Clipper seed mill, Bowsher No. 8 crusher and grinder, 2 wagon scales, one hopper scale. Handles from 100,000 to 150,000 bushels of wheat, corn and oats and 1,200 barrels of flour annually. Reason for selling, poor health. Address L. J. Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

NEW ELEVATOR FOR SALE; 20,000 bushels capacity. Good territory. Doing a good business; 6 h. p. gas engine. Address A. D., Hudson, S. D.

TWO SMALL ELEVATORS, 26 acres land and desirable dwelling property in good grain territory in Eastern Ind. for sale. Address Lock Box 15, Modoc, Ind.

FOR SALE—Large, well equipped country wheat elevator in Central Kansas located on the Missouri Pacific R. R. Good crop. Address Crow, Box 6, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—one of the very best elevators at one of the best grain points in Kansas. Price \$8,000; part on time; Address Henry, Box 8, Grain Dealers Journal, Chicago, Ill., if you mean business and want a good place to make money.

FOR SALE—In eastern city, belonging to an estate, an old-established grain business. Elevator, corn-meal mill; electric power; good railroad facilities. Would give lease of elevator if desired, with privilege of renewal. Address Trustee, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located in central Iowa; cribbed elevator; 2,000 bushels capacity; steam power; 20 horse engine; 88 cars last year; larger crop this; good coal business; for sale cheap to quick buyer. Don't write unless you mean business. Address L. J., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in corn and oat belt of Iowa; cribbed house; capacity 80,000 bu; good cribs for 20,000 ear corn; 5 acres of land; also handle coal, feed, tile and all building material except lumber; big crop to handle this year; price \$12,000.00; doing a profitable business; reason for selling, poor health. Address Pat, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—25,000-bu. cribbed elevator, with 35,000 oats storage attached; 12 h. p. Fairbanks gasoline engine; Howe scale; modern elevator throughout; 20,000 ear corn capacity; located in central Illinois, on the Chicago & Alton Railway; nice coal business in connection; handles 150,000 to 200,000 bus. annually; price, \$10,000 cash. Address Rose, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—elevator, 12,000 bushels capacity, 8 room residence and new barn. Good flour and feed trade. Heart of corn belt. One warehouse and 1 corn crib, 3 dumps in elevator, 1 three pair roller mill and 1 Bowsher grinder for grinding feed, 1 cylinder corn sheller, 1 suction cleaner, 2 fanning mills, 1-40 h. p. steam engine. All in good condition. Price given on application. Address Box 4, De Soto, Iowa.

ELEVATORS FOR SALE.

WILL SELL our elevator at one of the best points in Illinois. Half cash, balance good note. Good town to live in. Write us if you mean business. Address Elevator Owner, Box 9, Grain Dealers Journal, Chicago, Ill.

I OFFER MY \$5,000 stock in an established grain, trackbuying and commission business, which has in connection a transfer, mixing and cleaning elevator. The business is profitable and pays me a salary as bookkeeper of \$125 per month. Party buying can have choice of position of bookkeeper or manager of elevator at above salary. A good opening for some grain man. Write Bur, Box 35, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

WANTED to buy or rent an elevator. Address Box 253, Aplington, Iowa.

WANT TO RENT or buy elevator. Address, Box 154, Lesterville, S. D.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR WANTED doing good business in western Minnesota, North Dakota or western Canada. Address Box 25, Kent, Minn.

ELEVATOR OR MILL WANTED in exchange for good improved farm in western Illinois. Address Iowa, Box 9, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR wanted, which is run-down, preferably one operated by a co-operative company. Address A. G. Billings, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: in good repair, well located, to lease with purchase privilege—Western Ohio or Eastern Indiana preferred. Might take a salary and working interest. Address X, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in southwest Minn., northwest Iowa or eastern South Dakota in exchange for 160 acres in Dickey Co., N. D., and 160 acres in Kittson Co., Minn. Choice pieces of wild land close to railroad station in best of wheat country. Address Lock Box 49, Montgomery, Iowa.

MISCELLANEOUS WANTED.

ILLINOIS CHARTER wanted which will cover the needs of a country station. Give full particulars. H. R. F. Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED—With from ten to fifteen thousand dollars, to enlarge an established grain business now paying a net profit of 40 per cent. Address Box 191, Colorado Springs, Colo.

PARTNER WANTED—Must be a middle aged grain man, with \$3,000. Good city to live in; \$100 per month salary, besides division of profits. Don't answer unless you mean business. Address Desirable Proposition, Box 99, Grain Dealers Journal, Chicago, Ill.

ELEVATORS SOLD.

C. A. BURKS, ELEVATOR BROKER,
DECATUR, ILL.

I have sold elevators in Illinois at the following points:

Stations.	No. Sold.
Fairmount	1
Bement	2
Galesville	2
Honey Bend	1
Clarksdale	1
Taylorville	1
Lovington	3
Raymond	1
Milmine	2
Willys	1
Stonington	2
Blue Mound	2
Cerro Gordo	1
Ivesdale	1
Sidney	2
Sadorus	1
Bondville	1
Weldon	1
Emery	1
Lodge	1
Coles	1
Garrett	1
Pierson	2
Gibson City	4
Harpster	1
Garber	1
Harris	2
Emden	1
Saunemita	2
Beason	1
Ospur	1
Mazon	1
Dalton City	1
Cheneyville	1
Bloomington	1
Normal	1
Sullivan	1
Burrowsville	1
Mt. Zion	1
Bruce	1
Duval	1
Wenona	1
Decatur	2

One satisfied customer always brings another.

MILLS FOR SALE.

FOR SALE or rent 50-bbl. flour mill in Rock Elm, Wis., Up-to-date; in good order. Address I. H. Milliren, Pepin, Wis.

FOR SALE—\$2,500 model steam feed mill, 40 bags feed per hour. Plenty of business, railroad town. Address F, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One mill consisting of machinery almost new for grinding hominy, meal and feed; located in the heart of the corn belt. A fine business proposition. Address S. W. Allerton, Allerton, Ill.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

CLARK'S CAR REGISTER

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/2 in.

No. 40 contains spaces for 9,000 cars. \$1.50
No. 42 contains spaces for 17,000 cars. \$2.50

GRAIN DEALERS COMPANY
255 La Salle St., Chicago

SITUATIONS WANTED.

EXPERIENCED GRAIN MAN: wants position as buyer or mgr. of country eltr. Address J. S. McCrory, Glen Elder, Kans.

SITUATION WANTED:—in central Illinois or southeastern Iowa. Experience in grain, lumber and stock. Address lock Box 25, Green Ridge, Mo.

FIRST CLASS MAN wants position as manager of elevator, best of references. 17 years experience. Address, A. W. Walls, New Richmond, Ind.

SITUATION WANTED—In elevator as bookkeeper and general office man; salary reasonable; good references. Address F. A. J., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—as manager or operator of an elevator; can do book-keeping and am capable of handling engine and machinery. Good references. Address J. S. Goodwin, Dysart, Iowa.

POSITION WANTED—As grain buyer, Iowa or Illinois preferred; am mechanic, engineer and operator, first-class bookkeeper, builder and repairer. Address Hustler, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as auditor or elevator inspector for a line house, or solicitor for grain firm or buyer at station, or any good position; good references. Address Free, Box 8, Grain Dealers Journal, Chicago, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

OFFICE MAN—Wants position as manager or assistant manager in large mill, grain office or flour and feed brokerage business; thoroughly competent; 27 years old. Have had over eight years' experience in above lines of business as accountant and correspondent and as manager of feed and grain business. Can furnish very best of references. Address Box 835, Kansas City, Mo.

HELP WANTED.

WANTED—Salesmen to sell the well-known BLATCHFORD'S CALF MEAL, HORSE, CATTLE & POULTRY FOODS, etc., to the Country Flour & Feed Dealers, etc.; 25 per cent commission first month, then salary. Address J. W. BARWELL, BLATCHFORD'S CALF MEAL FACTORY, Waukegan, Illinois.

INFORMATION WANTED.

INFORMATION wanted which will place us in communication with J. T. Ricketts, formerly of Paris and Conlogue, Ill. Address Maggie, Box 8, Grain Dealers Journal, Chicago, Ill.

THE QUICKEST, CHEAPEST AND BEST WAY

to buy or sell, rent or lease a grain elevator is to make your want known to the grain dealers of the country thru their recognized medium for effecting such exchanges, to-wit—the Wanted columns of the Grain Dealers Journal of Chicago.

Read the experience of others:

H. B. Farquhar, Orient, Ia.: We have sold the elevator and your ad did the work.

Julius Kunz, Wesley, Ia.: Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more, all of which came about thru the ad run in the Journal.

McCrea & Vlereborne, New Holland, Ohio: We have sold out. Your Journal did it. We had about thirty inquiries.

W. O. Rearick, Milroy, Pa.: Please discontinue my ad in your Journal for elevator and coal business, as I am now offered so many good places through your valued paper, that I hardly know which to go to see first.

Fowler Grain Co., Fowler, Ind.: Please discontinue our elevator for sale ad, as we have plenty of inquiries enough to keep us busy for a week answering.

J. C. Hall, Cherokee, Ia.: Enclosed find draft for ad in your Journal. I had forty-two letters from prospective buyers and sold the property.

J. W. Smith, Lamoni, Ia.: You may discontinue my ad in your "Elevators For Sale" column as I am getting so many inquiries from the one issue that I believe that I shall have no trouble in making the sale.

C. F. Barnthouse, Morral, O.: Have lots of answers to my adv. of elevators wanted.

Geo. Pearce, Peoria, Ill.: Through my ad inserted in the Journal I sold my elevator at West Lebanon, Ind.

Mell & Cole, Elgin, Okla.: Enclosed find check for \$2.10. You may stop the ad; it has brought us a trade.

V. L. Anderson, Annawan, Ill.: Discontinue my ad of elevator. Have sold. I consider advertising in the Journal a practical way of selling elevator property. Have had over 35 inquiries.

The above letters should prove to you that the Grain Dealers Journal way is the cheapest and best way for buyers and sellers to get together.

The cost is so small that no one can afford to take chances on ads not bringing the desired results. Fifteen cents per printed line each insertion. That's all. Try it.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

LIGHTNING GASOLINE ENGINES. Simple and durable 3 to 25 h. p. Hay Press Co., 459 Mill St., Kansas City, Mo.

LAMBERT GASOLINE ENGINE, 20 h. p., for sale; in fine condition. For particulars address A. J. Monroe, Arthur, Ill.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling co., Kansas City, Mo.

STEAM ENGINE, 12 x 24, new, drop cut-off valves. Economical. GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE or trade, 10 h. p. steam engine, in good condition; one boiler feed pump. Will trade for a 4 to 8 h. p. gas or gasoline engine. Address P. O. Box 525, Eaton, Ind.

FAIRBANKS' GASOLINE ENGINE, 25 h. p., for sale; used 18 months; good as new; wish to sell because need more power. Address Horner Elevator & Mill Company, Lawrenceville, Ill.

BACKUS 2½-h. p. thoroughly overhauled and good as new, \$150.00. 3-½ remodeled gasoline engine, \$150.00. Other sizes furnished. Address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 H. P. Have all been put in first-class shape, and will sell cheap. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

FOR SALE: 14x26x42 Allis-Corliss Cross Compound Engine with Allis Jet Condenser. Price, complete and fully guaranteed, \$3,400 f. o. b. Minneapolis. Address Russell-Miller Milling Co., Minneapolis, Minn.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.
9 S. Canal St. Chicago, Ill.

GASOLINE ENGINES for sale at bargain prices. All guaranteed. 12 h. p. Model, both electric and torch ignition.

6½ h. p. Webster;
8 h. p. Lewis;
All in fine condition. Address J. F. Atherton & Co., 30 S. Canal St., Chicago, Ill.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

MISCELLANEOUS FOR SALE.

FOR SALE—One No. 2 Willford 3-roller feed mill; One stationary 25 h. p. engine and boiler; in good condition. Address L. Schnell, St. Charles, Minn.

FOR SALE—One 20 h. p. gas or gasoline engine, 1 No. 15 Perfection dust collector. Above as good as new, good; complete. Address Crawford Mfg. Co., Cleveland, Ohio.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

BARGAINS.

One 4 h. p. Hamilton gasoline engine; one No. 6 Clipper mill; two elevator stands complete; 4x5 cups; one 12 one 16 ft. long; one Howe dormant warehouse scale; Capacity 2,500 lbs.; All as good as new. Address H. A. Myers, Plankton, Ohio.

MACHINERY BARGAINS.

500 bushel Fairbanks Hopper scale, sealed and tested\$75.00
60x16 boiler, completed, tested to 165 lbs.\$325.00
Large stock of state inspected second-hand boilers, 5 to 150 h. p.
Engines, all sizes, rail, pipe, pulleys, shafting and mill machinery.
MANUFACTURER'S SUPPLY CO.
Minneapolis. Minn.

**THREE
CAR INDEX CABINETS
FOR SALE.**

1-6 drawer Globe 85 cts. per drawer.
1-9 drawer Library Bureau \$1 per drawer.
1-12 drawer Yawman & Erbe 90 cts. per drawer.

All in good condition. Reason for selling, have installed a 30-drawer cabinet to take their place. Address Card Index, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT BARGAINS:

One Chandler & Taylor 140 h. p. Engine good as new. 10 h. p. upright engine, No. 4 Kelley Corn Crusher, No. 3 Buffalo Blower, Marsh deep well pump 6 x 12 brass lined cylinder, one 66 x 16 Atlas Boiler with good front, Worthington 4½ x 2½ x 4 boiler feed pump, No. 7 Stilwell heater, 4 inch back pressure valve, 18 inch Medart friction clutch coupling for 2-15-16 shaft, No. 9 Constant Corn Cleaner and one No. 9 Reliance Corn Cleaner. Address Nading Mill & Grain Co., Shelbyville, Ind.

ENGINES AND BOILERS.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

FOR SALE—One 16 h. p. Atlas engine and boiler; boiler of fire box pattern. All in first-class condition. Boiler overhauled and refueled. Price, \$275 f. o. b. Washington, Ind. Address H. O. Graves, 407 William St., Washington, Ind.

MACHINES FOR SALE.

FOR SALE—One Marseilles Portable Elevator and Wagon Dump. E. I. King Co., Logan, Kans.

BOSS GRAIN LOADER No. 10 for sale. Never been used, will sell cheap. Address G. W. Piper, Yuton, Ill.

ONE DICKEY OVERBLAST SEPARATOR NO. 4 for sale; second-hand. Address The Osage City Grain & Elevator Co., Osage City, Kansas.

PORTABLE DUMP for sale. Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

FOR SALE—One 9x18 three pair high feed rolls, W. D. Grey noiseless, style N, Corrugations 7-11-15. Machine in first class condition and ready to run. Lowest cash price \$130.00 F.O.B. Caledonia. Don't write unless you want to buy. Address Caledonia Mfg. Co., Caledonia, Mich.

SPECIAL BARGAINS.

One No. 2 Victor corn sheller; one No. 2½ Western corn sheller and cleaner combined; one iron clad cob crusher Robinson make, new; one No. 4 Western sheller, new; one No. 4 Monitor combined corn and grain separator, has wheat, oats and corn screens; good as new. Feed and attrition mills. Cleaners of all kinds. Oat clippers. Write for circulars No. 24. A. S. Garman & Sons, Akron, O.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

LIGHTNING SCALES, Hopper, Wagon, Pitless Dormant, Portable. K. C. Hay Press Co., 459 Mill St., Kansas City, Mo.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tippecanoe City, Ohio.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get our prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

MISCELLANEOUS.

VENTILATE YOUR EAR CORN: No matter how perfectly your corn keeps on the outside of the crib, it will keep better in the middle of the crib if you use Beale's Patent Movable Corn Crib Ventilators. Just the thing to make No. 2 corn. Reasonable terms. Address N. S. Beale, Patentee, Tama, Ia.

GRAIN FOR SALE.

CORN, MILO MAIZE, KAFFIR corn and peanuts for sale. Address R. J. Bishop, Gage, Okla.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of white, write or telegraph Sam Williamson, Salt Lake City, Utah.

KAFFIR CORN, Cane Seed, Alfalfa Seed, and Hard Milling Wheat for sale. Get our prices. L. H. Powell & Co., Wichita, Kansas.

DAMAGED GRAIN for sale at the Santa Fe Elevator, 27th & South Wood Sts., Chicago, at prices ranging from 5c a bushel up according to condition loaded in cars. For samples and prices, write Harris, Scotten Co., 37 Board of Trade Building, Chicago, Ill.

HAY WANTED.

HAY and STRAW consigned to us receives our personal attention at Chicago or Milwaukee. Give us a trial. W. J. Armstrong Co.

CLOVER and MIXED HAY wanted. Can place it to good advantage; write for billing instructions. Address Ford B. Strough, Boston, Mass.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

QUICK SALES—PROMPT RETURNS—If you want these let your hay consignments go to S. G. Fairbank & Co., Richmond, Virginia. Draft with B-L attached for 75 per cent honored on all shipments.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

**TO BUY
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ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

CHICKEN FEED WHEAT wanted. Quote prices and send samples. Address E. Berger, Tampa, Fla.

NEW CORN and natural white oats wanted. Send Samples. Address J. F. Hammers & Co., Chamber of Commerce, Boston, Mass.

GRAIN WANTED—Carload lots. Winter and spring wheat, flour, corn, bran and mixed feed. S. E. & H. L. Shepherd Co., Rockport, Me.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BUCKWHEAT WANTED—Wherever you are located, east or west, we want your buckwheat. Write us what kind of buckwheat, quantity, how dry, how clean, when can ship and price f.o.b. your station. Address Stillman Wright & Co., Berlin, Wis.

WE WANT to correspond with responsible parties having good, clean, sound yellow ear corn, or good bright white oats to offer. Also want 100 cars hay, all grades. Can make it to your interest to write us. Marietta Brokerage Co., Marietta, Ohio.

BRAN WANTED.

QUOTATIONS WANTED—on bran, shorts, middlings, oil meal and gluten feed delivered Columbus. Send samples. The Myers Grain Co., Lockbourne, Ohio.

BAGS FOR SALE.

BAGS for grain, oats, feed, etc., for sale cheap. Address William Ross & Co., 57-59 S. Water St., Chicago, Ill.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY and Red Top Seed wanted. Submit samples and prices. Louisville Seed Company, 232-234 2nd Str., Louisville, Ky.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

TIMOTHY, CLOVER, ALSYKE, fancy red top, Hungarian. Contract prime grades, mixed cars. 3 to 5 cars wanted. Wm. F. Chick, Bangor, Me.

CLOVER SEED WANTED. Mail samples. Car lot or less. Will try and deal. Address Berne Grain & Hay Co., Berne, Ind.

SEEDS FOR SALE.

TIMOTHY SEED, \$1.35; Clover, \$6.60; Hay, \$6.00 ton. Geo. R. Wheeler, Victor, Ia.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for Prices Missouri Seed Co., Kansas City, Mo.

FOR SALE—Kaffir Corn, Milo Maize, Alfalfa Seed, Millet, Cane Seed and Popcorn. Ask us for quotations. Address J. W. Binding & Co., Wichita, Kansas.

SEEDS BOUGHT AND SOLD.

Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

PRIZE PACKAGE FOR NEW SUBSCRIBERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order to judge of the value of the Grain Dealers Journal to our business we will try it on the 10th and 25th of each month for one year. Enclosed find One Dollar.

Name of firm _____

Capacity of Elevator _____

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State _____

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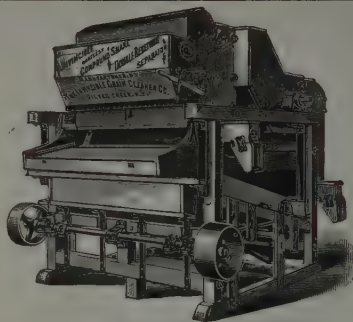
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COMPOUND SHAKE DOUBLE RECEIVING SEPARATOR

We build it in all sizes to meet any required capacity. It stands perfectly quiet and steady under motion and does a quality of work that cannot be equalled by any other cleaner built. We also make it of all iron and steel. ¶We have the best and latest improved screen cleaning brush rig. No bothersome screw shafts but a positive, direct and smooth running cleaner.

INVINCIBLE GRAIN CLEANER CO.
Silver Creek, N. Y.

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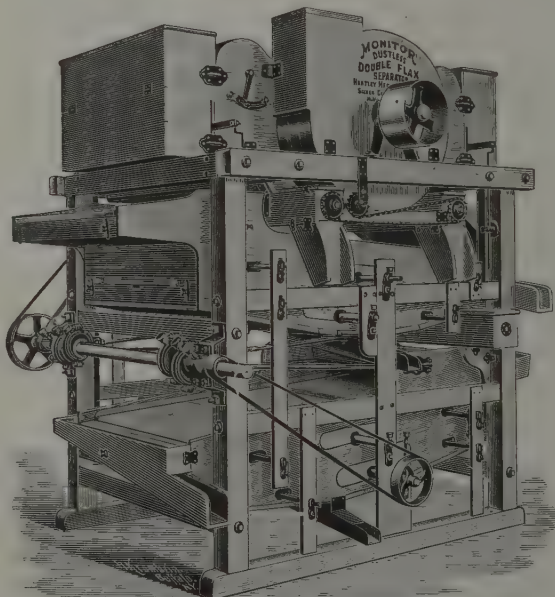
W. J. Scott, 406 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
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N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

The Monitor Double Flax Separator

STYLE A



Two Complete and Separate Machines in One
Frame Driven With One Belt Runs Steady
and Quiet Without Pound, Shake or Jar.

Huntley Mfg. Co., Minneapolis, Minn., May 21

Silver Creek, N. Y.

Gentlemen:—Replying to your letter of inquiry with regard to the flax cleaners we bought of you a year ago, will say they have given us entire satisfaction. We installed 41 of these machines, and have no trouble in cleaning 300 bushels of flax an hour on them, and we clean flax generally to two per cent. or less. By taking the slide from the upper conveyor and thus allowing the flax to run from one sieve to the other, we have cleaned a great many cars to a half per cent. and to pure flax. Our experience with the machine in cleaning is very satisfactory. It will clean probably three times as much wheat per hour as it will flax and do good work. Of course the proper sieves are necessary to fit it for cleaning wheat. As to cleaning other grains, we have no experience with it, but I have no doubt it will prove a good machine for oats and barley.

Yours truly,

THE ST. ANTHONY & DAKOTA ELEV CO.

We will be glad to send you our Treatise on Flax Cleaning which goes into details regarding construction and shows how the Separator pays for itself in one season's use.

Huntley Mfg. Company

Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Bldg., Chicago, Ill., F. M. Smith, Agent.
316-318 4th Ave., So. Minneapolis, Minn., A. F. Schuler, Agt.
121 Front St., New York, N. Y., J. W. Perrine, Agent.
34-40 Beale St., San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents.
Hotel Savoy, Kansas City, Mo., H. C. Draver, Southwestern Agt.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY.

GRAIN DEALERS JOURNAL

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., NOVEMBER 10, 1905.

GET the habit of draining the water out of the water jacket of your gasoline engine each night before it freezes and cracks the jacket.

IGNORING your ass'n when it is in trouble is very likely to bring a bountiful harvest of regrets when your business gets into similar condition.

IT IS much better to be overinsured than to have a lot of grain in store which is not covered by a policy in a good company. When chasing after cars do not forget to keep up your insurance.

SHIPPERS who are called upon to pay switching charges on their grain when unloaded at point of destination named in bill of lading should protest upon every occasion until relieved of the exaction.

A RICHLAND, Mich., elevator was burned recently as the result of a spark emitted by a passing locomotive, but the owner will not be compensated for his loss by the railroad company unless the courts insist upon it.

TRACK BUYERS who give the country elevator man the go by and contract the farmers corn in the field before the elevator man has a chance to bid on it are courting the contempt of every operator of a country elevator.

YOU wud not look for a leak in your gasoline tank with a light, because we have warned you, but we find it impossible to reach the non-reading dealers, hence they get badly burned, as is frequently recited in our news columns.

AN unprotected revolving shaft in an elevator at Davenport, Ia., resulted in the death of the foreman. Is your machinery protected so workmen can not get caught? A Kansas dealer was killed by slipping into bin and striking tie rods.

HEDGING in central markets against grain in the country does not always prove profitable, but many shippers seem to think well of the practice. We trust those who have had experience will give us their views in full for publication in reply to the query of a hesitating shipper in this number.

BUYING a cheaper machine, so far as the cost of installation is concerned, is surprisingly expensive when buyer gets suit for infringement of patent with it. Protection against trouble of this character is always furnished by reliable manufacturers. The average grain man has not time to fight patent suits.

ANOTHER man caught in the steam shovel ropes (see Ohio news column) and badly injured. The frequency with which accidents of this character occur about the transfer and cleaning eltrs. emphasizes the necessity of workmen exercising greater care. More frequent warning might save some of them.

A NEW North Dakota elevator became weary of its load and split in two, spreading its contents over the surrounding landscape. It is evident the owner or the builder, who was still in possession, were determined to have a very cheap structure. Build well or expect to pay twice for the house, then you will not be disappointed.

COUNTRY dealers who are preparing to handle large quantities of grain should bear in mind that they can readily reduce the expense of handling and increase the net amount of good grain thru a convenient arrangement of handling facilities and the equipping of their plant with machinery which will insure clean cobs as well as clean corn.

THE ADOPTION at Amsterdam of modern grain elevators has resulted in a strike of the weighers and measurers, who do not look with favor upon the men-displacing machines. The American grain elevator is rapidly multiplying in numbers in foreign countries and it seems very likely that the time is not far distant when it will displace the warehouses of the Pacific Coast, as it facilitates and reduces the cost of handling grain over the old-time method.

OVERDRAFTS are occasionally excusable, but when five large cars are started to market with but half a load it looks very much as though some one was indulging in trickery to get money. Any shipper who values his good name will not sacrifice his business reputation for the use of a pittance while the controversy is being decided.

THE rumor that small receivers of Chicago had asked to have the Board of Trade directors appoint a committee for fixing a price to be used by track buyers each night is truly brilliant. The news-mongers might as well try to have the directors scrub the Exchange hall floor each afternoon. The directors are far too wise even to receive such a foolish request.

THE United States is now credited with estimating the average wheat consumption per capita annually at 6.23 bus. This brings the home consumption to considerable more than 500,000,000 bus., and does not leave a very promising surplus for export. Is the Government wrong again? Some statisticians have been content to estimate the average consumption at 4.30 per capita.

A GRAIN DRIER is always a profitable investment if operated intelligently, but some operators who heretofore have tried to force the driers too much have driven all the moisture out of corn and experienced difficulty in disposing of the product. It is now proposed by the Chicago grain inspection department to forbid the grading of kiln-dried corn higher than No. 3, hence those who dry their corn carefully will avoid telling of it.

KANSAS farmers have become so rich as the result of good crops during recent years they are no longer satisfied with the grain business. During the three months ending Oct. 1st they organized 50 new state banks with an aggregate capital of \$598,000 and no doubt many more will soon be organized. It is gratifying to know, however, that they have found a place for their surplus funds which promises better rewards than the grain business.

A SOUTHWESTERN grain shipper who had contracted a large quantity of wheat to a Texas mill and spent much time getting a line on Kansas supplies is credited with having been relieved by the good news from the miller that he was getting more wheat than he wanted at home. Altho unable to fill his contract with local supplies this wily dealer is credited with having bluffed the miller into paying him \$200, for cancelling the contract. The crop is so short in Texas that one can hardly believe any portion of the story, altho the dealer may have been shrewd enuf to bind a sharp bargain.

TIPPING FOR CARS.

As is reported by a North Dakota correspondent in this number, see "Letters From Dealers," the freight train crews are taking advantage of the grain man's needs and giving him but little encouragement from the small supply of cars to be had unless he goes down into his purse and remembers the crew with a contribution.

The would-be shippers who yield to the demands of the train crews encourage them to increase and prolong the car famine rather than to relieve it. Every effort they make to supply the much needed cars thereby reduces their opportunity to find more easy money and the easier the grain dealer is with his tips, the harder will the train crew make it for him to obtain cars without the tips.

When new corn begins to move in the West and lake navigation is closed for the season, the real blockade of 1905-6 will be upon the trade.

THE BLOCKADE AT BUFFALO.

Once again the railroad-elevator pool which controls the grain-handling facilities at Buffalo has forced a blockade upon that port and some forty steamers are now lying in the harbor waiting to dispose of their cargoes, some having been detained 8 or 9 days. The pool seeks to force all grain thru its own houses and to the seaboard by the railroads.

To add further to the difficulty the railroads of the Empire state have pooled the business in a way that is working much injury to would-be grain shippers, who are unable to move their grain because carriers having facilities refuse to take more than their portion of the grain, but confine their efforts to higher class freight.

The lake vesselmen have finally rebelled and refused to take any more grain to Buffalo unless the bill of lading contains an agreement that the steamer shall not be detained more than 24 hours if any of the elevators in the port other than the one to which the grain is billed can take in the grain.

For years the export trade was completely at the mercy of this greedy pool and New York City, wondering at the enormous amount of grain business being diverted to Gulf and other Atlantic ports took an active part in the agitation for the enlargement and the improvement of the Erie Canal, upon which the state is now spending over \$100,000,000. If this money is actually put into improvement and not into the pockets of the politicians exporters at western lake ports will be likely to obtain relief when the canal is completed. The railroads, however, are now striving to book as much of the grain as possible, in hope of preventing the few boats navigating the canal from obtaining

more than a sparrow's share of the grain. They desire to move it all when higher class freight is not offering.

NEW INSPECTION RULES PROPOSED FOR CHICAGO.

Elsewhere in this number we give the new inspection rules proposed by Chief Grain Inspector Cowen for the consideration of the trade. Interested parties who have any objections to find with any of the rules should communicate with the Chief Inspector in writing.

It is gratifying to know that the new rules take cognizance of the fact that farmers are giving more attention to the production of pure varieties of grain and the new rules require that yellow corn shall be 90 per cent yellow; white corn shall be 95 per cent white; white oats shall be $\frac{3}{4}$ white and yellow oats $\frac{1}{4}$ yellow. We feel certain that the day is not far distant when mixed grades of these grains will not be produced on the farm, hence little excuse will be left for admitting even 5 per cent or $\frac{1}{4}$ of grain of the other color to a grade whose name indicates that it is pure in color.

The recognition of yellow oats is timely and no doubt these new rules will be welcomed by all sections of the trade.

The new rules lack one very essential definition to make them clear and explicit. The word "reasonably" and its equivalent is used nearly 50 times. "Reasonably clean" appears in 20 grades; "reasonably free from other grain" in 16 grades, and "well cleaned," which is equally indefinite, in 3 rules.

It would be too much of a decided departure to ask the old-time members of the trade to accept new rules without having those positive marks of the pioneer days of the inspection business incorporated in their make-up, which all old-timers will readily recognize as "reasonably sweet," "reasonably sound" and "reasonably dry."

In this day of accurate balances and facilities for determining to a minute degree the percentage of dirt and moisture in grain it seems somewhat farcical for experts in the grain business to accept some rules which do not mean what their name implies and others which are so indefinite as to afford no accurate means for determining what is actually intended. The rules should be so clear that a grain dealer of any market should know absolutely what his shipment would grade or what he would receive from the Chicago market in fulfillment of purchases of any grade made.

The grain inspection department can never hope to attain uniform grading until it is permitted to adopt rules so clear and accurate in their wording as to convey a positively uniform meaning to every inspector as well as to every dealer. The

sooner the different sections of the trade show a willingness to sacrifice their own vantage ground and demand explicit rules which shall be free from all uncertainty and indefiniteness, the sooner will the inspection authorities grant the needed reform. The use of vague terms as is again repeated in the proposed new rules does not facilitate or promote business, but it does foster disputes and differences, expensive and harrowing.

RAILROAD RATE REGULATION.

The fact that over 700 delegates attended the recent convention in Chicago for giving expression to their views on the need of relief from railroad discrimination other than that now obtained thru the Interstate Commerce Commission shows that the public is very much in earnest regarding this matter.

It is to be regretted that all shippers cannot act in complete harmony, but from present indications it does not seem probable that the trifling dissension will prevent relief being obtained at the hands of Congress. The President is still earnestly working to secure legislation which shall place a check on discrimination between persons, places and commodities.

Those who fear that giving the commission power to correct discriminations and unfair rates will result in the placing of all rates on a strictly mileage basis, ignore absolutely the commission's conservative respect-for carriers method and system of establishing rates. The commission had all the power it is now desired to give it for over ten years, yet made no attempt to revolutionize railroad rates or the method of their making.

The producers and the consumers as well as shippers are interested directly and just as largely as the shippers in this question. It touches every man's purse, hence shippers have no right to claim the exclusive privilege of dictating the legislation needed. They should consider the rights of all. Operators of logging roads and other recipients of railroad favors are not in a position to tell the people what they want, simply because they cannot act without being biased by their higher regard for the interests of their own business. The large shippers have always been able to demand more favors and concessions than the small, hence have the most to lose by a check being placed on discrimination and favoritism.

The resolutions of the Federal Rate Regulation Ass'n, which held the so-called "rump" convention, merit the careful consideration of every one. Its resolutions, excepting that paragraph in which the convention expressed itself as being "unalterably opposed to conferring upon the interstate commerce commission," etc., could just as well have come from the other convention. This one paragraph was.

prompted more by vindictive spite against the managers of the Bacon convention than by a desire to assist the railways to a continuation of the rank discrimination and the assisting of the strong at the expense of the weak.

State railway commissions which now have absolute control of intra-state rates have not confiscated a railway, forced one into bankruptcy or even checked the building of new lines and extensions, but wherever these commissions have power to do things, the railroads are conducted with much greater regard for the interests of all than elsewhere.

The oft-repeated statement of those who hesitate to support the President in his position for reform, to the effect that the railroad commissioners could not be expected to be possessed of expert rate knowledge, is a poor excuse for their action. The bungling manner in which the railroads now make rates and the many discrepancies, unintentional discriminations and errors are of themselves convincing proof that the present rate makers never have been and never can be considered experts. They are bunglers and the business getting end of the railroad companies override the rate makers and make new rates that will move the freight, when it is necessary to do so.

No doubt conditions are improving and the small shipper of today has more of a chance to continue in business in competition with his million-dollar competitor than ever before. But many discriminations which are intolerable still exist and permanent relief can never be expected at the hands of the carriers. While the agitation is ripe it behooves every shipper, every producer and every consumer as well to earnestly beseech their representatives in Congress to cease trifling with the transportation problem and enact legislation which shall bring the much-needed relief. No makeshift will quiet the agitation.

Michigan Crop Report.

Lansing, Mich., Nov. 10.—The wheat condition on Nov. 1, as reported by Geo. Prescott, Secy. of State, was 95 as compared with 99 last year. The area sown during Oct. was 95 per cent of an average. The crop this year was about 19,000,000 bus. The corn yield is 34 bus. per acre as compared with 28 bus. last year.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Nov. 11 have been 108,712,000 bus., compared with 107,219,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to Nov. 11 have been 60,602,000 bus., compared with 50,049,000 bus. for the corresponding period a year ago.

SEED grain which is cleaned will always produce more and better grain than seed which is heavy with foul seeds and dirt. It does not have to compete with foul weeds for the little nourishment the soil is willing to give up and under all conditions better results are assured. If your farmer patrons have not good fanning mills it will prove profitable for you to clean their seed grain free of charge.

THE quickest way to clear a meeting hall of grain dealers is to announce the reading of a number of papers. If the meeting has been in session very long there is sure to be a stampede. The average man seems to be willing to listen to the reading of reports, but when it comes to the reading of addresses he is overcome with a strong desire to meet a friend. This does not apply to all papers, as in some meetings short, crisp papers have no terrors for the dealers.

THE DULUTH Board of Trade is so worried by threatened competition across the bay that it is now requiring all applicants for membership to sign an agreement to resign within five days after becoming a member of any competitive organization within 100 miles of the city of Duluth or suffer the penalty of being expelled. How very much better off the trade of the Northwest would be if both these cities were inclosed by the same corporate lines. The double weighing and inspection departments and the two exchanges do not aid in increasing the volume of business at either point, but bring much embarrassment to those who are desirous of doing business at the head of the lakes. For many years the same condition of affairs existed at St. Louis, the trade there being handicapped by two sets of officers who were guided by different rules. Since Nov. 1, however, the rules governing the grading of grain have been the same on both sides of the river, and this is expected to work to the benefit of the trade and make St. Louis a more attractive market to buyers and sellers. Uniformity of grades and weights facilitate business and surely would prove helpful at the head of the lakes as well as at St. Louis.

Quality of the 1905 Corn Crop.

In reply to several hundred inquiries addressed by the Grain Dealers Journal to dealers in all parts of the corn belt, reports have been received showing that the corn crop of Illinois is of considerably better quality than that of last year, while the aggregate quantity is about 9 per cent smaller.

In Indiana the crop is larger than last year, but the quality is not so uniformly good over the entire state as in Illinois.

Both quality and yield are excellent in Iowa, and generally in the western part of the corn belt. A few of the many reports received are given on pages 546 and 547, this issue.

Asked— Answered

ARE WEIGHTS CORRECT?

Grain Dealers Journal: Is it legal for a grain shipper operating a transfer or a terminal elevator to join the Western Weighing Ass'n and have his weights accepted by the railroad companies? Would it be right for him to report his cars which are loaded with 66,000 lbs., as containing only 60,000?—Lone Star.

COPY OF RECIPROCAL BILL WANTED.

Grain Dealers Journal: I understand a bill is being drafted providing for reciprocal demurrage charges to be presented at the next session of the Illinois legislature. We would be pleased to know where we can obtain definite information or copies of the proposed bill.—"Receiver."

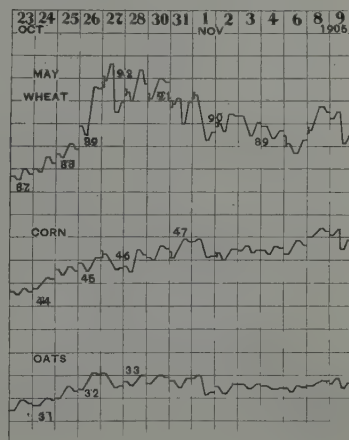
CAN CARRIERS BE COMPELLED TO SUPPLY CARS?

Grain Dealers Journal: In reply to G. A. W., asking in the last number of the Journal whether there have been any court decisions compelling railroads to furnish cars, I would say that decisions bearing upon this question have been published in the Journal, Jan. 25, page 114, Moore v. B. & O. R. R.; Houston & T. C. Ry. Co. v. Mayes; Feb. 10, page 175; Sept. 25, page 386; and Oct. 25, page 508, Choctaw, O. & G. Ry. Co. v. Rolfe.—Yours, Lex.

"Force majeure" was declared by the Bourse of Odessa, Russia, Oct. 28, thereby granting exporters the privilege of canceling contracts for the sale of grain which they are unable to fill on account of the rioting.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Nov. 10 are given on the chart herewith.



Letters From Dealers

PIONEER PAYER OF PREMIUM FOR NO. 2 GRAIN.

Grain Dealers Journal: We note in your issue of the 25th reference to bidding by one Buffalo firm $\frac{1}{2}$ c premium for white oats if No. 2. We note also that it will be some time before much new corn will grade No. 3 in your judgment, so that buyers will be able to offer as much premium as they desire for No. 2 Corn without any fear of having to pay it. [Statement regarding corn not grading applies to Ohio only.]

We enclose a copy of an old bid of ours sent out Aug. 21 showing that we were pioneers in the matter of granting to Western shippers premiums for No. 2 grades on all grains.

We wish to correct you also in the impression regarding the possibility of No. 2 inspection of corn. Nearly every car of new corn that has arrived at Buffalo during the past ten days from Illinois has graded No. 2, altho all new corn.

The writer noticed some feeling on the part of Western shippers some time ago because they did not get premiums on grades better than contracted for whereas, they were always charged discounts on off grades, and perceiving the absolute justice of their position changed my bids on all grains to give shippers the benefit of the premiums that obtained in this market on arrival of their cars.

Back of the justice of this whole question, however, is the encouragement offered shippers by this liberality, to clean and properly care for every bushel of grain they ship. We hope the movement has come to stay and that it will result in improved grading. Yours truly, S. W. Yantis, Buffalo, N. Y.

CONSIGNING OR SELLING ON TRACK.

Grain Dealers Journal: Now that the new crops are beginning to move freely, shippers are confronted by the perennially interesting question of whether it will be more profitable for them to make a practice of consigning their grain or selling it "on track." Either course, if consistently followed, will probably show about the same average results, but the former can be made very profitable when intelligently pursued. One of the most important factors in securing the best results is the proper choice of a market, and, without reflecting in any way upon the advantages offered by other terminals, I wish to call attention to the fact that Milwaukee is essentially a consigners' market. The percentage of grain sold here on commission for the account of shippers at interior points is probably larger than at any other market in the country, and this fact gives a decided preponderance to that phase of the local grain trade. Most of the receiving houses here have been established for many years and are known for their strict integrity and fidelity to shippers' interests, as well as for the capable manner in which they extract from buyers the last fraction of a cent obtainable for sample grain. So close is the competition in this respect that the prices se-

cured by one firm, even for such grain as barley, vary very little from those obtained by another.

Dealers located at country stations will do well to send frequent samples of their grain, not only to Milwaukee, but also to all the markets within reach, and secure quotations on them from reliable houses. Milwaukee will always welcome this sort of competition, in the full confidence that its claims will compare well with those of other large grain centers. —P. M. George.

PURE SEED CORN.

Grain Dealers Journal: I want to commend your excellent suggestions in the Oct. 25th number of the Journal regarding the methods to be adopted by grain buyers in discouraging farmers in the growing of mixed grains. In our section white oats and yellow corn are preferable, and I firmly believe that the buyers of the state could well afford to discount black and mixed oats at least 6 cts. a bushel. It makes me mad every time a farmer brings in a load because there is not enuf of it to warrant one setting aside an entire bin for its storage and at times I am forced to refuse it or mix it with other grain, which of course deteriorates the quality of the pure white oats. At least it reduces the selling value.

Unfortunately for the trade at large and especially for some regular dealers, who are disposed to work in the interest of the farmer as well as themselves, stubborn, bull-headed fighters are to be found in some markets who would refuse to stop buying grain on Sunday if they thought by so doing they would irritate or annoy their competitor. Just so long as buyers pay the same or nearly as much for mixed corn and oats as they do for the pure white oats and yellow corn they will work to the disadvantage of their business.

I believe that country buyers can afford to discuss questions of this character in their local newspapers and encourage their farmer friends to plant only seed of a pure variety. I have been working with the farmers for two years in an effort to discourage their using mixed seed, but one of my competitors has scouted my efforts and assures his customers that I am prompted solely by selfish interests. F. C. N.

TIPPING FOR CARS IN SOUTH DAKOTA.

Grain Dealers Journal: A great many elevators in South Dakota have been loaded so heavy of late that it is a common thing to find one that has given way and caused damage, or mixing of grain. The past two weeks of bad weather stopped threshing and gave the railroads a slight chance to move some grain, which made a little room in the elevators; but the machines have started again and the temporary opening has been filled quickly.

With the close of navigation, about December 1, the real car shortage will be in evidence. We have it from a Great Northern superintendent of lines in this state and North Dakota that the car situation is many times worse in North Dakota. Previous to the great rush of grain, the ordinary run of business kept all their cars busy, and now all they can do is to make a special effort in loading and unloading cars promptly.

The rivalry for cars is so strong among

buyers at every station that the practice of "tipping" the conductor and whole train crew is more marked than usual. The temptation is great, but it should not be allowed; they will expect it on all occasions in the future.—L. R. D.

THE BUYERS COURAGE.

Grain Dealers Journal: The old adage, "A thing well bought is half sold" applies to grain buying as well as to anything else. The shipper is generally "a bull" on the grain he handles and his business naturally makes him so; consequently, he is inclined to strain a point to get his full share of the business, hoping that the market or his commission merchant will help him out. Too many chances are taken in this way and often results in sales being disappointing and the rupturing of friendly relations with the house that makes the sales. The usual excuse for reckless buying is competition of other buyers, but it is not always a valid one, for there is no good reason why a buyer should knowingly pay more than grain is worth because another is foolish enough to do so. If one has the courage to stop, it will not be long before the other will do so, for he is generally just as sick of the deal as the "other fellow."

I say courage to stop paying too much, for generally it requires more courage to put a stop to losses made in that way and thus incur the jibes and sneers of the farmers, as well as of your competitor, than to continue bluffing it out; but when the end of the season comes 'round and the credit side of the ledger shows a larger balance than it otherwise would, those troubles are all forgotten.—S. A.

CONDITIONS IN SOUTHERN MINNESOTA.

Grain Dealers Journal: I have been very busy rustling around over the northern part of Iowa and the southwestern part of Minnesota. "Minnie" is a great state, good soil, fine drainage facilities and very prosperous. They have good crops of oats, barley and corn this year, but are making money so fast they are becoming careless in their methods of farming. I saw quite a few fields of oats and barley still in the shock. In consequence very little of their grain brings the top price and nearly all is of low grade.

Threshing around Pipestone and Luverne is about two-thirds done, and quite a good deal will have to go over until after corn husking. Farm help is very scarce. Farmers are offering five cents per bushel for huskers and they get none. The farmers have a tendency to want to farm on too extensive a scale. Some of them are trying to work a quarter section alone, which you know is impossible and do it right. Potatoes are cheap, being offered in the streets of Luverne at 25c with no buyers.

Elevators are too numerous in every town. In one town of 2,000 there are seven and a large flour mill. This only gives them about 75,000 bus. each annually. One of these is a farmers' house. So there are several houses for sale. I worked the state east as far as Windom, as far north as Pipestone, then to the Iowa and South Dakota lines, only a small part of the state, called upon sixteen co-operative co's, and missed some of them. All of them are prosperous and making money. Line houses are still in the majority.—B. L. C.

Reconsignment Rule and New Grades at Memphis.

The Memphis Merchants Exchange on Oct. 30 unanimously adopted amendments to the rule on reinspection, making the rules read as follows:

Section 1. A buyer shall be entitled to re-inspection of grain in cases where thorough inspection cannot be made on track, or where there is evidence of a car's having been irregularly loaded and found to contain different grades or qualities.

Section 2.—In case buyer calls for re-inspection and is sustained by the inspector according to the above rule, the inspector shall issue a certificate of re-inspection in accordance with the grade contained in the car.

Changes in the grades of grain were adopted by the directors of the Merchants Exchange Oct. 27 as follows:

No. 2 St. Charles white corn shall include all good, sound, dry, white corn of the St. Charles variety.

No. 2 yellow oats shall be yellow oats, dry, sound, sweet, reasonably clean and reasonably free from other grain, but

Wheat Piled on the Ground in North Dakota.

Late reports from Lansford, Melville, Bordulac and many other points in North Dakota are to the effect that the railroads are unable to move the grain as offered and the elevators are filled to their utmost capacity. The railroads seem to be suffering more from a lack of motive power than from a scarcity of cars, as at many stations 50 to 100 cars loaded with grain are reported to be standing on siding from one to three weeks.

Thru the courtesy of the Chicago American we present herewith a view of a huge pile of wheat piled along the right of way at Lansford, N. D. At many stations near there new elevators are being rushed to completion as is clearly shown by the large number of men working on the small elevator illustrated herewith.

However, the would-be grain shippers of North Dakota are not the only ones suffering from lack of needed transporta-

tion facilities. No doubt the volume of grain moving today would be twice what it is if the railroads would stop giving preference to the higher classes of freight.

Grain Rate Conference at St. Louis.

About 45 grain dealers representing St. Louis, Cincinnati, Louisville, Memphis, Nashville, Cairo, Evansville, Henderson and Lexington, attended a conference with railroad officials at St. Louis Oct. 31 in an endeavor to agree on an adjustment of grain rates to the Southeast, the roads having expressed a wish to adopt whatever the grain men would agree upon.

Secret sessions were held, the delegates excluding all representatives of the press.

At the morning session the grain men declared their willingness to do away with shrinkage arrangements and establish flat rates, but when a movement was made to establish these flat rates the Louisville and Cincinnati representatives objected.

At the afternoon session, after much discussion, a committee was appointed to devise a method for putting all gateways on an equal basis to the Carolinas and the Southeast. At 7:30 the committee reported that flat rates be established and that Louisville be allowed 1 cent under Cairo, and Memphis 4 cents under Cairo. The 2 men on the committee from Louisville and Cincinnati refused to concur in the report, the vote standing 10 to 4.

A night session lasted until 9 o'clock without obtaining the assent of the Louisville and Cincinnati dealers, and then adjourned.

If the railroads adopt the report of the committee it is believed Louisville and Cincinnati will fight.

Explosions of the rice puffer used in the American Cereal Co.'s new process at Akron, O., has led to a suit for \$5,000 damages by the proprietor of a near-by hotel.



Wheat Dumped on Ground at Lansford, N. D.

must contain at least 50 per cent of white grains.

No. 3 yellow oats shall be yellow oats not sufficiently dry, sound or clean for No. 2 yellow, but must contain at least 25 per cent white grains.

No. 4 yellow oats shall be yellow oats, not wet or in heating condition, but from causes unfit to grade No. 3 yellow.

Clipped oats shall be same as for natural oats, except that they shall be clipped.

No. 2 oats, "color" shall be three-fourths white, and in condition the same as No. 2 white oats.

No. 3 color oats shall be three-fourths white and in condition the same as No. 3 white oats.

In case of a mixture of soft winter wheat and hard winter wheat, it shall be graded according to the quality thereof and classed as hard winter wheat.

Alcohol from corn as a fuel for gas engines is so great a boon that every user of engines shud bend his energy to the passage of the bill providing for the manufacture, sale and use of denatured alcohol free of tax in the arts.

It having been represented to the Department that the requirements of Circular No. 93, dated September 1, 1905, (T. D. 26685), relative to the marking of bags with indelible ink are impossible of compliance, in that such ink can not be used for the purpose named, said circular is hereby suspended pending an investigation of such claim.—James B. Reynolds, Asst. Sec., Treas. Dept.



Elevator Under Construction in North Dakota.

The Corn Crop.

ILLINOIS.

Dixon, Ill., Nov. 8.—Corn is of good quality and 45 bus. to the acre.—C. B. Crawford.

Mt. Carroll, Ill., Nov. 8.—Corn in this section full average, quality good. Not dry enough at present to grade No. 3.—John Coleman.

Taylorville, Ill., Nov. 8.—Corn yield 35 bus. per acre; condition 95 per cent; some dry rot, but will grade better than last year.—Price & Wilkinson.

Havana, Ill., Nov. 8.—Corn yield good generally; will average 25 to 33 bus. per acre. Acreage is about an average; quality good.—C. G. Krebaum.

Virginia, Ill., Nov. 8.—Corn in this locality is making 40 bus. per acre and is of average quality. Shelling will begin in 2 weeks.—W. C. Hofstetter.

Oregon, Ill., Nov. 8.—Corn in this locality is yielding from 30 to 50 bus. per acre; quality excellent. Farmers are busy husking.—A. T. Peterson.

Vienna, Ill., Nov. 9.—Corn will average about 35 bus. per acre in this section. Quality generally good. Very little will be shipped.—Vienna & Belknap Eltr. Co.

Sullivan, Ill., Nov. 8.—Corn is in good condition, altho falling short of expectations in field from 10 to 15 per cent. Husking is from $\frac{1}{4}$ to $\frac{3}{4}$ done.—A. P. Powers.

Ludlow, Ill., Nov. 8.—Corn is best quality and yield we have had in 10 years; will average close to 50 bus. and never graded better at this time of year.—Stone & Taylor.

Lincoln, Ill., Nov. 8.—The corn crop of Logan county is larger than last year; quality is excellent. Large deliveries being made at present time.—Gordon Mill & Grain Co.

Aledo, Ill., Nov. 8.—The husking indicates a reduction from the farmers' estimates of the corn crop, of about 15 per cent; quality not very good, somewhat chaffy.—J. G. Durning.

Marion, Ill., Nov. 8.—This section of the country has the greatest yield of corn in years. Have had so much rain that we fear the quality will not be as good as last year.—Marion Mill Co.

Monmouth, Ill., Nov. 8.—Corn not yielding as good as expected; from 30 to 75 bus.; quality good, except where blown down. Feeders will take most of it.—Mr. Campbell, agt. Geo. S. Dole.

Charleston, Ill., Nov. 8.—Quality of our corn is the best we have had for years and the yield will run about 60 bus. per acre north of us on the black prairie, and about 40 bus. south of us on the clay land.—G. B. Griffin.

Dwight, Ill., Nov. 8.—Farmers have begun to market some new corn here; quality is good for so early in season. If the price holds up well there will be quite free deliveries by farmers in the early winter.—E. D. Vorhes.

Newton, Ill., Nov. 8.—Corn crop will be larger than last year, but not more than 2-3 of the estimate. Our corn is fine, solid and well matured. There is a scattering of dry rot thru the fields, but nothing to hurt.—Newton Eltr. Co.

Monticello, Ill., Nov. 8.—The condition of corn here is a that could be desired and the yield is more than an average. Corn from this section is moving freely and grades, almost without exception, No. 3 or better.—O. L. Williams, of Williams & Slate.

Sciota, Ill., Oct. 28.—The corn crop in this section is very deceiving. Farmers have expected about 75 bus. per acre, but will do well to average 45 bus. The cause of this is the wind storms, which have blown much of the corn down, and was then followed by rain.—H. W.

Shelbyville, Ill., Nov. 8.—Shelby county has a large acreage of corn and the quality is good. Yield per acre is from 30 to 80 bus.; average about 50 bus. Market price 38 to 40 cents. Much of the crop is sold direct from the fields. Eltrs. are full and a great scarcity of cars prevails.—Root & Westervelt.

Decatur, Ill., Nov. 8.—Think the quality of corn in this territory is better this year than in 1904, but from reports on yield thus far we believe it is 10 per cent less than last year. We are of the opinion that farmers generally in this

locality will sell most of their corn this winter if they can get 40 cents.—Decatur Milling Co.

Lewistown, Ill., Nov. 8.—The corn crop in this section will average about 45 bus. per acre, rather inferior and light weight; is badly down in places and being damaged by wet weather. Those who have gathered part of their crop are disappointed in the light yield. Feeders are taking the surplus corn at 40 cents.—T. A. Brown.

Olney, Ill., Nov. 8.—Continued rains, which make the corn fields impassable, have greatly retarded the gathering of the crop and, in swamping the lands, have somewhat damaged the otherwise good corn. We do not anticipate much corn for shipment, owing to increased local demand among feeders and stock raisers.—S. C. Wilson & Co.

INDIANA.

Rileysburg, Ind., Nov. 8.—New corn is moving some now and is in nice shape.—F. S. & E. M. Davis.

Liberty, Ind., Nov. 8.—Corn will make an average yield of 50 bus. per acre. Quality is good.—Leonard & Sharp.

Washington, Ind., Nov. 8.—The corn crop in our section will yield 45 bus. per acre and the quality is good.—Walker & Norris.

Fort Wayne, Ind., Nov. 8.—The corn crop in this county is of very fine quality; average per acre 50 to 60 bus.—C. Tresselt & Sons.

Spencer, Ind., Nov. 9.—Our corn is not up to expectations; yield way below what was expected; is about 50 bus., and wet and soggy.—Smith & Tapp.

Noblesville, Ind., Nov. 8.—Have a full average acreage of corn, with full average yield per acre; will be 45 to 50 bus. Think quality will be good.—J. L. Evans Co.

Lebanon, Ind., Nov. 8.—Think we have an average yield of 50 bus. per acre of corn in this county. Quality will be good when dry, but is quite damp yet.—Jenkins & Cohee.

Bloomington, Ind., Nov. 8.—Corn yield will be from 35 to 60 bus. per acre. County more adapted for grass and small grains. Corn yield will be beyond home requirements.—Bloomington Milling Co.

Logansport, Ind., Nov. 8.—Are going to have one of the largest corn crops in the history of this county and it will be of good quality. Yield will be about 50 bus. to the acre.—Dennis Uhl & Co.

Petersburg, Ind., Nov. 9.—Corn is running from 10 to 20 bus. short of last year. Condition is getting to be all right. Is light and damaged to some extent by being blown down.—S. J. Haines Eltr. Co.

Greencastle, Ind., Nov. 8.—Corn is of good quality and is in very fair condition, but not dried out enough to crib in large cribs. Yield about 50 bus. per acre. Not much moving yet.—Harris Milling Co.

Salem, Ind., Nov. 8.—With the exception of some damage by continued rains the corn condition is excellent. The yield is above an average and the largest corn crop the county has ever had.—Salem Milling Co.

Evansville, Ind., Nov. 9.—The corn crop in this territory was a good one this year, with an average yield. Weather conditions have been good for maturing the crop and it is of fine quality.—Melrose Milling Co.

Rushville, Ind., Nov. 8.—Our corn will make 60 bus. per acre. We will commence taking in corn Nov. 25 to 30. The weather has been against corn, as we have had plenty of rain for the past 40 days.—T. H. Reed & Sons.

Columbus, Ind., Nov. 8.—Yield of corn in this section is large, but little making less than 50 bus. per acre, and some running very high, seventy or over. Condition is generally good. On sandy soil or land having gravel subsoil it is in good condition; that on clay land is still a little sappy, but well matured.—H. Griffith.

Laporte, Ind., Nov. 8.—Corn crop in this county is the best in years; it is fully matured but not yet dry enough to ship. Think the average per acre will be fully 45 bus. Of course there are poor spots in some localities, but the above will be the average. Farmers wanted

to contract their corn 30 days ago at 40 cents per bu., but now are holding for 45 cents.—S. S. Bosserman.

Bloomfield, Ind., Nov. 9.—The corn crop is considered to be a good one, and the quality is very good. The rains are damaging to some extent and is also keeping farmers out of the fields.—Bloomfield Milling Co.

Anderson, Ind., Nov. 8.—Corn yield will run about 60 bus. this season. We have been handling over a week and find that it is in better condition than it has been for several seasons at this time of the year.—Chalk Bros.

Knox, Ind., Nov. 8.—Corn in this vicinity is yielding from 20 to 50 bus. per acre and is grading at terminal No. 4 and n. g. Will grade No. 3 after it has a hard freeze. The yield is greater and grade is better than any since 1901.—Agt. United Grain Co.

Shelbyville, Ind., Nov. 9.—Corn in this territory is yielding about what was expected, 50 to 75 bus. per acre; will average close to 60 bus. Quality is good, but too sappy to put on the market; will be very little shipped from this section before Dec. 1.—R. Gants, mgr. Toledo Eltr. Co.

Richmond, Ind., Nov. 9.—Our corn crop is 100 per cent of the average as near as I can estimate. It is drying very slowly; don't think it will be safe for shipment, shelled, before Dec. 5. Farmers are cribbing now and will not sell until their cribs are full.—W. A. Goings, prop. Richmond Mill & Eltr. Co.

Portland, Ind., Nov. 8.—Corn is now about in condition to handle. For some time it has been too soft to shell and this has been caused by the lack of heavy frosts. The crop is a record breaker, but at present prices the majority will be fed at home, the farmers being plenty able to hold it.—Holmes Bros.

IOWA.

Elkader, Ia., Nov. 8.—The corn crop is large; 50 to 60 bus. per acre.—Jes. Lamm.

Emmetsburg, Ia., Nov. 8.—Corn yield above the average and quality good.—J. R. Moore.

Logan, Ia., Nov. 8.—Corn is not as good as expected. Will run about 40 bus. per acre.—Logan Milling Co.

Tipton, Ia., Nov. 8.—Average yield of corn in this locality is 60 bus. per acre; quality No. 2.—L. H. Damman.

Adel, Ia., Nov. 8.—From reports of farmers think corn will make 40 bus. per acre. Condition good.—Cornellison & Taylor.

Arlisle, Ia., Nov. 9.—Corn is a fairly good crop this year, but the weather is very bad and wet. Corn will average about 40 bus., and quality will be poor.—Wray & Petrie.

Storm Lake, Ia., Nov. 8.—Corn down badly. Farmers busy husking and cribbing; yielding 35 to 40 bus., of good, merchantable quality.—M. D. Kelly, agt. Skewis Grain Co.

Harlan, Ia., Nov. 9.—Corn is King in this section and is good and a large yield this year. We are looking for some business in shipping corn this fall.—C. C. Rasmussen & Son.

Sac City, Ia., Nov. 8.—Corn husking is in full progress. Acreage 10 per cent greater than last year. Reports show from 40 to 60 bus. per acre. Quality fair to good.—P. M. Webb, mgr. Northern Grain Co.

Osage, Ia., Nov. 8.—Corn is average about 50 bus. to the acre and is first class. Farmers are husking. Offers for corn are 30 to 31 cents for corn, 75 to 80 pounds per bu.—E. C. Harmon, agt. W. W. Cargill Co.

Marshalltown, Ia., Nov. 9.—Farmers in this locality report their corn as yielding from 40 to 60 bus. per acre. It is of good quality and is reasonably dry for this time of the year.—A. M. Myer, agt. Marshall Eltr. Co.

Ft. Dodge, Ia., Nov. 9.—The corn crop in Webster county is good. Husking is going on lively, but there still remains fully $\frac{1}{4}$ to gather. Yield will be close to 50 bus. per acre. Quality fine. Farmers are taking much interest in the gathering of seed corn, along the lines laid down by Prof. Holden, of Ames I. A. C. Next year should show the results of his work to a far greater degree than is apparent this year. Those who followed

his advice last year have profited both in yield and quality.—Great Western Cereal Co.

Vinton, Ia., Nov. 8.—Corn yield 45 to 50 bus. By damaged by wind storm. About 60 per cent in the field. Quality good.—W. H. Bickel.

Corydon, Ia., Nov. 9.—Corn in this territory will yield 30 bus. per acre, and I think will be of fair quality.—E. O. Luce, agt. O. A. Talbott & Co.

Atlantic, Ia., Nov. 9.—Farmers' report corn as not turning out as well as expected earlier. Bulk yielding from 40 to 60 bus. per acre.—Henshaw & Ringle.

Gowrie, Ia., Nov. 8.—Have a large crop of good corn here and husking is progressing lively. The weather is good for gathering and drying.—P. J. Harvey.

Ossian, Ia., Nov. 9.—Corn crop good quality. Good yield, but not as heavy as it was estimated. Conditions fair. Cob very green and wet. More than half cribbed.—J. H. DeGraff, agt. Gilchrist & Co.

Rockwell City, Ia., Nov. 8.—Corn in this vicinity is making from 35 to 60 bus. per acre, and is of fair quality. Husking is progressing nicely and think with favorable weather from now on the majority of it will grade No. 3.—B. F. Owens & Co.

Webster City, Ia., Nov. 8.—Corn in this locality will average 45 bus. per acre. Sound and dry. Quite a little old corn left in farmers hands. But little cattle feeding done this year, so the larger portion of our corn crop will come to market.—W. Wilke.

Ottumwa, Ia., Nov. 8.—Do not think the corn yield of entire acreage planted tributary to Ottumwa will exceed 20 bus.; quality fair, about No. 3 and No. 4 when dry. Price now being paid in our market is 40 to 45 cents per bu., of 75 pounds.—W. E. Jones & Co.

Iowa City, Ia., Nov. 8.—Corn yield in Johnson county is about 10 per cent more than last year. Quality is exceptionally good; fully 20 to 25 per cent better than last year, and we think will grade at least No. 2 after it has been sufficiently dried out.—Hummer Mill Co.

Knoxville, Ia., Nov. 9.—The corn yield, in country tributary to our market, is not very good; not over 30 bus. per acre. So much wet that corn has not dried out as it should have done. Farmers are holding for from 40 to 50 cents. Stockmen and feeders are talking of shipping in to feed with.—Davis-Way & Co.

Cotter, Ia., Nov. 9.—Corn crop in this vicinity is very disappointing. It is falling short from 10 to 20 bus. per acre of the estimate, and will not make more than 35 bus. on an average. Were figuring on 50 bus. and half is of very poor quality. We are buying good 75 pound corn for 35 cents.—Geo. B. Stapp.

LeMars, Ia., Nov. 8.—The quality of corn is raised in this section. Exceeds anything we have had for 4 years, and the average yield will be 50 bus. The stalk is down badly and excessive rains may injure the crop to some extent, altho up to the present time have received no notice of damage.—Plymouth Milling Co.

Shipley, Ia., Nov. 8.—Corn is average about 40 to 45 bus. per acre, some acres going 30 bus. and some 65 bus., but will not average over 45 bus. Quite an amount is being hauled to market at 32½ to 33 cents, 80 pounds per bu., and of some better quality than last year, more of it being sound and ripe.—C. V. Norris, agt. Diamond Grain Co.

Coin, Ia., Nov. 8.—Have a good average crop of corn in this locality, and a little above the average for quality. It is making from 40 to 75 bus. per acre, and with favorable weather from now on the bulk of the corn will be No. 2 on any market. We have a very large acreage, husking is progressing nicely and it will soon be in the cribs.—Nagan & Boon.

Keokuk, Ia., Nov. 8.—Corn in southeastern Iowa is about the same as last year, and in northeastern Missouri is 20 per cent better. Along the C. B. & K. C. Ry. from Carrollton, Mo., north to state line, it is about 75 per cent better. In the south-central part of Iowa, along the K. & W. Ry., corn is 50 per cent better than last year. In part of this territory the corn is partly lodged by winds, having been blown down after the corn

had matured, but the quality is very satisfactory. Less feeding is being done this year than usual and the acreage has been increased fully 20 per cent. Some new corn moving, grading No. 3 and No. 4. Owing to late rains and bad roads the movement has been limited.—O. A. Talbott & Co.

KANSAS.

Valeda, Kan., Nov. 3.—Corn is coming in slow and the crop is not as good as anticipated, about half crop thru this section.—Valeda Eltr. Co.

Wichita, Kan., Nov. 4.—The corn movement in Okla. and Indian Territory is becoming general for export, and large yields reported. Farmers market freely.—W. J. Stevens, of Stevens-Scott Grain Co.

La Harpe, Kan., Nov. 6.—Corn gathering is at a standstill on account of wet weather and the farmers are unable to get into the fields. Corn has been moving very slow and what has come in is very wet. Some damaged corn. Corn is average about 40 bus. to the acre. is averaging about 40 bus. to the acre.—S. S. Forney.

MINNESOTA.

Guckeen, Minn., Oct. 30.—Corn looks to be one of the best crops we have had for some years. Help is very hard to get for husking.—T. F. Garry, buyer Northern Grain Co.

NEBRASKA.

Bennet, Neb., Oct. 21.—Have a very large corn crop, and of a very good quality.—Holger Hanson, agt. Duff Grain Co.

Waterbury, Neb., Nov. 6.—Corn is not as good as was expected; about 2-3 of what it was last year, but the quality is better. More feeding being done, and therefore not so much to be sold.—F. C. Dewey, agt. Thorpe Eltr. Co.

OHIO.

Jeromeville, O., Nov. 7.—Weather cloudy and damp, and growing colder. Corn pretty well husked and about good half crop. Quality fair and sound.—B. A. Funk & Co.

Columbus, O., Nov. 1.—The corn prospect, as compared with an average, is 100. Husking is well advanced. Quality is variable, being reported from light to excellent. Considerable corn is of poor quality, unfit to crib without sorting, being moldy and affected with rot. The greater part of the corn, however, is reported as excellent, both in yield and quality.—Ohio Dept. of Agri.

SOUTH DAKOTA.

Springfield, S. D., Nov. 6.—Corn crop is considerably better here than it was last year and runs 45 to 60 bus. to the acre. It is blown down bad, which makes it hard to husk. Husking is about 1-3 done. Farmers are offering as high as 4 to 5 cents a bus. for pickers and can't get them at that.—R. A. Maarsingh, mgr. E. Colburn.

Government Crop Report.

The crop reporting board of the Dept. of Agri. on Nov. 10 estimates the yield of corn at about 2,707,993,000 bus., or an average of 28.8 bu. an acre, compared with 26.8 last year, and a 10-year average of 24.9.

The general average of the quality of the corn crop is 90.6, compared with 88.2 last year; and the per cent in farmers hands on Nov. 1 was 3.3, compared with 3.6 a year ago, of the 1903 crop.

Buckwheat is estimated to have yielded 19.2 bus., against 18.9 a year ago; flaxseed 11.2 bus., against 10.3 bus. a year ago; while the average yield per acre of rough rice is 29.6 bus., against 31.9 last year.

MINNESOTA. Guckeen: Threshing is all done; had a very good crop. Wheat is grading No. 2. Oats grading No. 3 white. Grain moving out of farmers' hands quite fast.—T. F. Garry, buyer Northern Grain Co.

NEBRASKA. Bennet: The wheat and oats crops are nearly all marketed.—Holger Hansen, agt. Duff Grain Co.—Waterbury: About half the oats are still in hands of farmers, waiting for higher prices.—F. C. Dewey.

Crop Reports

CANADA. Winnipeg, Man.: The wheat marketed in Manitoba and Territories, as reported by Frank O. Fowler, secy. of the Northwest Grain Dealers Ass'n, in his bulletin issued Oct. 15, was as follows: Inspected, 15,515,000 bus., in store at country points, 10,719,000 bus. and in transit, not inspected, 1,000,000 bus., making a total of 27,234,000 bus. The total crop of grain as estimated is wheat, 4,099,000 acres, with an average of 21.6 bus. per acre, making a total of 88,510,400 bus.; oats, 1,423,000 acres, average 46.6 bus. per acre, total 66,311,800 bus.; barley, 433,800 acres, average 31 bus. per acre, total 13,447,800 bus.; flax, 34,900 acres, average 13.7 bus. per acre, total 478,130 bus.

ILLINOIS. Olney: Growing wheat looks fine, with acreage far ahead of last year.—S. C. Wilson & Co.—Oregon: Very little grain moving.—A. T. Peterson.—Monmouth: Oats good; considerable in farmers' hands yet.—Campbell, agt. Geo. S. Dole.—Vienna: Wheat is looking well.—Vienna & Belknap Eltr. Co.—Lewistown: Good yield of hay, but mostly of No. 2 and No. 3 grade.—T. A. Brown.

INDIANA. Rushville: Our wheat crop never looked better than it does now, and everything is fine and dandy.—T. H. Reed & Sons.—Salem: Wheat is looking fine, with large acreage.—Salem Milling Co.

IOWA. Vinton: The barley yield is 30 bus., grading mostly No. 4 and no grade. The oat yield is about 45 bus. per acre and grades No. 3 white.—W. H. Bickel.—Arispe: Oat yield about 25 bus. per acre.—Wray & Petrie.—Harlan: Wheat and oats were the best for several years.—C. C. Rasmussen & Son.

KANSAS. Wichita: The wheat movement is slow. Nearly all the wheat in this territory is going to the Texas mills.—W. J. Stevens, of the Stevens-Scott Grain Co.—Lawrence: Crop outlook is good. Too much rain makes delivery slow.—J. N. Harsberger, of Kaw Valley Grain Co.—Tulsa: Have been having rain for nearly a week, with some snow first which melted as it came down, and the ground is thoroly soaked and the roads bad. Wheat has not come up evenly, some not up yet, and some that came up early died out.—Olaf Forsee.

NORTH DAKOTA. Newburg: Wheat is yielding from 25 to 35 bus., and flax about 15 to 20 bus. per acre; most all of good quality.—Frank Finnegan, agt. Heising Eltr. Co.

OHIO. Jeromeville: Not much grain moving here as farmers want more money. Quite a bit of hay sold at \$7 to \$7.50 per ton, but cars are scarce and it is not being shipped.—B. A. Funk & Co.—Columbus: The estimated area seeded to wheat for the harvest of 1906 is 1,866,467 acres, or 22,521 acres less than reported at the same time last year, reports the Ohio Dept. of Agri. in its bulletin issued Nov. 1. Chief reason given for the decrease is that corn was so late it was impossible to prepare the ground and some fields intended for late seeding were abandoned owing to the wet weather. Most of the wheat was sown early and generally has made fine growth, the plant being well rooted and the fields covered with a good stand. It was feared that the plant would be damaged by fly because of early seeding and the warm weather following, but no serious complaints have been heard yet and present indications are that wheat will go into the winter in fine condition.

OKLAHOMA. Alva: Wheat prospects are good on new crop, as the ground is thoroly soaked.—P. C. Emberson & Co.

SOUTH DAKOTA. Springfield: Crops are good here. Wheat was a little smutty, but not enough to hurt its value. Oats better than expected, altho not as heavy as last year.—R. A. Maarsingh, mgr. E. Colburn.

The Interstate Commerce Law Conventions.

The convention of delegates from many different commercial and shippers organizations of the country who were called to Chicago last month to formulate recommendations to Congress regarding the amendment of the Interstate Commerce Law so as to attain the end originally sought by the framers of the law, resulted in a split, the holding of two conventions and the organization of a new ass'n to fight for relief from "existing evils connected with the transportation interests of the country."

Judging from the resolutions adopted by both conventions and from opinions of individual delegates, all of the delegates would readily have agreed upon very reasonable recommendations had not the executive committee of the regular Interstate Commerce Law Convention required all delegates regardless of their credentials or known views to sign the following pledge:

"We, the undersigned delegates, for ourselves and for the association or organization which we represent, indorse the principles of the foregoing call for an interstate commerce law convention, and indorse and agree to support the legislation as outlined in the President's last annual message to congress, to so amend the interstate commerce law that the interstate commerce commission shall be given the power, where a given rate has been challenged and after a full hearing, found to have been unlawful, to prescribe what shall be a lawful and proper rate to take its place, the ruling of the commission to take effect immediately."

Many representatives of shipping interests were to be found in both conventions, delegates from a number of ass'ns were divided among the two conventions and a number of delegates attended both meetings. It was a bad mixup and even today many of those in attendance are in doubt as to what they are really willing to work for. The regular convention contained fewer shippers and more lawyers and politicians than the rump convention, but it contained no railway attorneys or large shippers and owners of logging and industrial lines whose actions were guided solely by a favored interest.

The regular convention organized by the selection of W. E. Hughes, banker and cattle man of Denver for Permanent Chairman and President, John W. Kern representing the Commercial Club of Indianapolis for Vice-pres., and P. E. Goodrich representing the National Hay Ass'n for secretary.

Among the organizations represented in the meeting were the following:

C. S. Bash, Ft. Wayne, Ind. Jno. F. Courcier, Secy. Grain Dealers National Ass'n. Jno. B. Daish, Grain Dealers Nat'l Ass'n. E. E. Williamson, J. J. Hooker and R. P. Gilhams, Receivers & Shippers Ass'n. Cincinnati. O. P. E. Goodrich, Secy. Nat'l Hay Ass'n. C. B. Jenkins, Ohio Millers Ass'n. J. Z. Keel, Pres. Texas Grain Dealers Ass'n. T. B. Marshall, Pres. Ohio Grain Dealers Ass'n. J. W. McCord, Secy. Ohio Grain Dealers Ass'n. C. G. Messerole, Farmers & Grain Dealers Ass'n. of Ia. F. M. Murphy, Indianapolis Board of Trade, C. Adkins and I. H. Perry, Farmers & Grain Dealers Ass'n of Illinois. C. H. Ridgway, Kansas City, Mo. C. B. Riley, Rushville, Ind. F. H. Tanner, Middle Ohio Grain Dealers Ass'n. F. D. Voris, Pres. National Hay Ass'n. Geo. C. Warren, Michigan Hay Ass'n. L. P. Rumsey, Geo. S. Bridge and R. S. Lyon, Chicago Board of Trade. W. M. Bell, Milwaukee Chamber of Commerce. T. B. Ballard and Geo. F. Powell, St. Louis Merchants Exchange. Geo. J. Loftus, St. Paul Board of Trade. B. A. Eckhart, Pres. Millers' Federation. M. H. Davis, Millers' League.

More enthusiasm prevailed in the regular convention in spite of the irrelevant matter forced on the auditors by the has-been politicians. The addresses of the shippers, who had positive ideas as to what they wanted, were extemporaneous and earnest, while any enthusiasm the rump delegates may have had was smothered by long dry papers. At one time the meeting hall of the irregulars was cleared by the announcement of the reading of a number of papers.

On the morning of the second day the regulars adopted the following resolution:

RESOLUTIONS ADOPTED BY THE BACON CONVENTION.

Resolved, 1. We, the delegates assembled in convention at Chicago, under a call issued to those commercial, producing, and manufacturing organizations that sustain the President of the United States in his publicly expressed views as to interstate commerce law amendment, congratulate the country that Theodore Roosevelt has shown his wisdom and patriotism in recommending to Congress constitutional, effective, and just measures for the regulation of interstate commerce that shall provide for the people a national tribunal with power to substitute a reasonable and just rate or classification for one proven to be unreasonable and unjust, and yet that shall preserve to the railroads just and reasonable control over their properties and revenues.

We also commend the House of Representatives for having shown a spirit of earnest co-operation with the President in his efforts to thus remedy existing transportation evils.

2. We specifically agree with the President that the only constitutional and effective method for the supervision of rates, classifications, and practices is by amending the interstate commerce act so that the interstate commerce commission should be vested with the power, where a given rate has been challenged, and after full hearing found to be unreasonable, to decide, subject to judicial review, what shall be a reasonable rate to take its place; the ruling of the commission to take effect immediately, and to obtain unless and until it is reversed by the court of review.

3. The amendment of the interstate commerce act should be sufficiently broad to cover all interstate transportation service, including all charges, regula-

tions, and exactions in connection therewith, whether provided by railroads themselves or through arrangements with others.

After raising nearly \$8,000 to carry on the work the regulars adjourned.

FEDERAL RATE REGULATION ASS'N.

The dissenters adopted the name Federal Rate Regulation Ass'n and thereby won the applause and sympathy of the most radical in the regular gathering.

N. W. McLeod, Pres. of the Lumber Mfrs. Ass'n was elected Permanent Chairman.

G. X. Wendling, of the California White Pine Mfrs. Ass'n, Vice-Chairman. T. B. Aldridge, Denver, Secy.

Among the organizations represented in this meeting were the following:

Geo. A. Wells, Secy. Iowa Grain Dealers Ass'n. N. P. Anderson, Board of Trade, Ft. Worth, Tex. G. S. Carkner, Board of Trade, Kansas City, Mo. W. B. Cornelius, Jr., and Samuel G. Douglas, Nashville Grain Dealers Exchange. I. S. Gordon, Board of Trade, Indianapolis, Ind. B. A. Lockwood, Des Moines, Ia. F. Howard Mason, Chamber of Commerce, Buffalo, N. Y. E. L. Southworth, Produce Exchange, Toledo, O.

RESOLUTIONS ADOPTED BY THE RUMP CONVENTION.

We declare, as a fundamental basis of our deliberations and of our purpose, an unquestioning faith in the wisdom, integrity, and high purposes of President Theodore Roosevelt, our appreciation of his influence, which permeates every branch of government, every industry, and all development of the entire nation, and our confidence in his leadership.

We recommend definite action by this convention looking to the establishment of a permanent organization, which shall be representative of every state and territory of the Union, and shall be the nucleus for all future work that shall become necessary hereafter to carry out the expressed will of this association.

To that end we suggest the selection of a general committee, which shall be charged with the duty of transmitting to congressional committees on interstate and foreign commerce during the next session of Congress the action of this convention.



Secy. P. E. Goodrich, Winchester, Ind.

We are unalterably opposed to conferring upon the interstate commerce commission or any other appointive agency the power to prescribe rates for transportation, believing that such action would prove a dangerous experiment, inimical to the best interests of commerce and the continued development of this country.

Recognizing existing evils connected with the transportation interests of the country, viz., all forms of rebate or favoritism extended to one individual or locality to the disadvantage and detriment of others, or effected through private car lines, industrial, terminal, or switching lines, manipulation of freight classification, unfair and unequal distribution of freight equipment, or by any other or different means, we demand the most rigid enforcement of the law, which, if found to be inadequate, should be so amended as to provide speedy, efficient, and permanent relief.

We recognize the great and almost universal dissatisfaction with the interstate commerce law as now administered or enforced is due to the delay in reaching a determination of questions demanding early and final settlement, and we urge upon Congress the imperative necessity for providing the necessary machinery for relief.

The delegates in each convention seemed willing to endorse the President and anxious to tell him how very unruly the other boys had acted.

While the interests of the shipping public would no doubt have been prompted more vigorously by harmonious action it may be that the dissension will stir the real sufferers (the producers and consumers) to more earnest effort for needed relief.

Sentiments of the Nashville Exchange.

Sec'y W. R. Cornelius, Jr., who with Mr. Douglas represented the Nashville Grain Dealers Exchange in the rump convention, has favored us with the following resolutions on the transportation problem adopted by that exchange before the Chicago conventions:

WHEREAS, The original Interstate Commerce Act gives the Commission authority to investigate all irregularities pertaining to rates, and wherever an injustice is found to exist recourse may be had to the Courts; and whereas the Elkins or Anti-Trust Bill provides ample punishment for the giving of rebates by the railroads, or the acceptance of same by shippers, be it,

Resolved, That the Nashville Grain Exchange is opposed to any additional powers being given the Inter-State Commerce Commission, but strongly favors the enforcement of existing laws; believing that they are ample to protect the shippers, the different communities, and the people at large, from the evils resulting from favoritism, secret rebates, and unjust discrimination.

Resolved, That this action of the Nashville Grain Exchange shall be sent to such Senators or Members of the Legislature, as may be influenced by the action of the Exchange, and a copy to the Honorable Stephen B. Elkins, Chairman of the Senate Committee on the Interstate Commerce; also a copy be given the Associated Press; and that the Secretary shall set forth an estimate of the extent of the business done in tonnage, and the amount of freight paid annually by the members of this Exchange.

Action of the Minneapolis Chamber of Commerce.

The Chamber of Commerce of Minneapolis has adopted the following resolutions since the adjournment of the Chicago conventions:

The board of directors has thus far deemed it to be the best interests of this market to oppose the specific reform legislation advocated by the Interstate Commerce Law convention (so-called) for the following reasons:

First—It will defeat the establishment

of reasonable, effective and desirable regulation of railway rates and practices by a properly constituted and competent tribunal, or commission.

Second—Granting the commission power to put certain rates into effect within thirty days, subject only to adverse decision by the supreme court, or transportation court, will, we believe, be not only unfair to the railway companies, but in time lead to the establishment of rates based largely on distance, which will be disastrous to interior markets or jobbing centers, such as the Twin Cities, injuriously affecting both the small and large shipper.

Third—The absolute prevention of rebates or other forms of secret concessions is highly desirable, and necessary to secure stability and equity of railway rates. The proposed legislation, while attempting to accomplish this, contains certain objectionable provisions which we believe will insure its rejection by congress.

Fourth—The so-called interstate commerce law convention does not represent the view of conservative, well-informed shippers, nor the majority of the shipping interests of the country.

Fifth—We believe the movement should be taken up along broader, more representative lines, with greater prospect of securing legislation calculated to correct transportation evils now existing.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 10 months prior to May 1 were 67,803 bus. of grain and 137,896 barrels of wheat flour; compared with 82,628 bus. of grain and 181,471 barrels of wheat flour for the corresponding months of 1903-4.

Hay imports for the 10 months were 3,358 tons; compared with 2,449 tons for the corresponding months of the preceding season.

Rice imports during the 10 months were 470,025,686 pounds; compared with 644,027,885 pounds for the corresponding months of 1903-4.

Imports of beans and peas for the 10 months were 38,102 bus.; compared with 48,698 bus. for the corresponding months of 1903-4.

Exports of hemp during the 10 months were 104,690 tons; compared with 106,101 tons for the same months of 1903-4, as reported by the War Department.

Kelep is an insectivorous animal of Guatemala, said by the U. S. Dept. of Agri., to be adapted to the destruction of the cotton boll weevil.

Japan's rice crop is reported by an agent of the Canadian government to be 19.9 per cent less than last year and 7.2 per cent under the yearly average.

John B. Daish of Washington, D. C., delivered an address before the Nat'l Slack Coöperage Ass'n in Chicago yesterday in support of the Grosscup plan for facilitating the work and enforcing the decisions of the Interstate Commerce Commission.

In estimating the crops the government will dig in its statistical cemetery, for figures on which to base per cent calculations. If the Agri. Dept. could be reincarnated with remembrance of past errors its estimate of crops might be of value.—Wright-Bogert & Co.

Corn shredders have maimed 71 victims so far in 1905 in the state of Wisconsin, according to replies received by Professor Geo. N. Knapp from the 58 counties in which corn is grown. Were complete statistics obtainable the figure would be several times higher. Replies were received from 378 physicians out of 1,000 addressed.

Bean Trade of Manchuria.

Beans and their products form the chief industry and aggregate upward of 65 per cent of all Manchurian exports. In the production of bean oil a valuable fertilizer is obtained, which is largely sold in Japan. Manchurian beans and their products are exported annually through the port of Niuchwang to the aggregate extent of upward of \$7,000,000 gold, reports Consul General Simmons of Niuchwang.

Large Losses Caused by Rats.

The amount in dollars of the damage to grain in elevators and cribs caused by rats, mice and squirrels is beyond the guess of even the greatest sufferer in the trade. Grain dealers have tried many different schemes for protecting their grain from rodents, but up to the present time few of them have obtained complete relief from heavy losses caused by these pests.

Last August a party of grain men started to inspect a line house which had been closed for several months, but the house was so completely in the possession of field mice and their obnoxious odors that the party was driven out of the house and the elevator remained uninspected, altho one in the party was a prospective buyer.

Many excellent plans have been devised by corn crib builders and owners for keeping rodents out of cribs, but they persist in gnawing their way into both cribs and elevators, and oftentimes undermine the foundations of buildings. In fact, they destroy millions of dollars worth of property every year and spread the germs of disease everywhere. Surely earth would be a much pleasanter and safer place for humanity if the rats and mice were all exterminated.

Every owner of a grain store-house owes it to his own business to declare perpetual war against these pests. Their destruction will effect a general economy and save for humanity not only the grain eaten by the rats, but the large quantity made unfit for food by them. The more rats you destroy the less grain will you waste on the useless cause of the rodents. Get after them.

Smile That Won't Come Off.



Ohio's \$200,000,000 Wheat Crop is One of the Things that Delight.
—Cincinnati Times Star.

Books Received

THE GRAIN TRUST EXPOSED is the title of a 210 page paper bound book giving Tom Worrall's side of his controversy with Nebraska grain dealers. Published by Tom Worrall.

CROP EXPORT MOVEMENT. The grain storage and grain handling capacity and shipping facilities of the ports on the Atlantic and Gulf coasts are described by Frank Andrews, government expert in transportation statistics. While grain dealers are well posted on the facilities of the different markets this special report is so interestingly written and contains such trustworthily statistics that it should be read by everyone interested in commercial movements. Mr. Andrews finds that the growth in the wheat centers is taking place rather in the southwest than in the north; and states that the grain elevators at New York, working at their utmost capacity for 10 hours each day, could transfer the largest exports of wheat during any year, those of crop year, 1892, for example, 157,280,000 bus., in 30 days. Bulletin No. 38; 80 pages; Bureau of Statistics; U. S. Dept. of Agri., Washington, D. C.

GRAIN SPECULATION NOT A FINE ART is the title of a booklet just issued by E. W. Wagner, which should prove very valuable to the speculator. Mr. Wagner traces the relation between cause and effect so clearly that no one interested in the market can fail to be benefited by reading this pamphlet. The author believes that successful speculation in grain involves only the simplest basis of trading and therefore is not a "fine art" in the sense the phrase is aptly used in connection with the promoting of those schemes and artifices which he declares are "snares and pitfalls set for speculators as a class." Speculation of the successful variety, he says, "is simple, broad common sense, applied deductively for the reasoning out of chances for profit by buying or selling staple commodities." Readers of the Grain Dealers Journal will be sent a copy of the booklet on request.

Yield of Corn Proportionate to Rainfall.

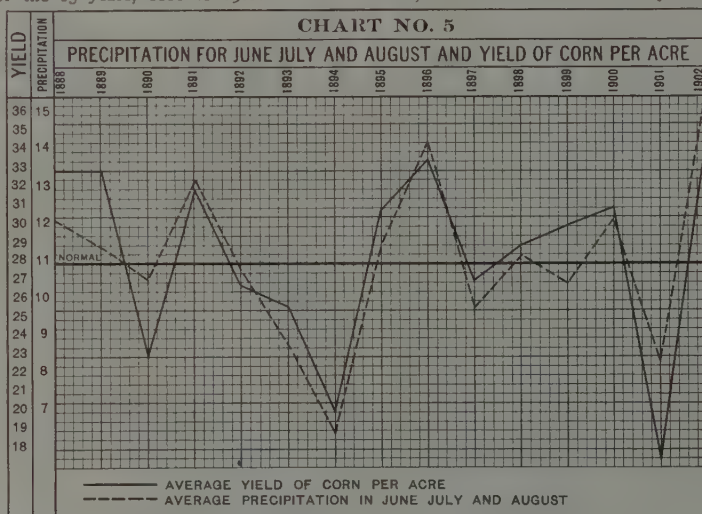
After an exhaustive investigation of many types of soil under many conditions of cultivation and wide ranges of yields it was found impossible by the U. S. Dept. of Agri. to correlate the yields observed with the nutritive mineral elements in the soil. From this it was concluded that on the average farm the great controlling factor in the yield of crop is not the amount of plant food present, but a physical factor, such as the quantity of water the soil can furnish the plant.

Investigation by the Bureau of Soils agreed with the results found in practice, namely, heavy rainfall, large yields; light rainfalls, small yields. More than this, in a latitude favorable for the production of crops, precipitation has first place and temperature the second.

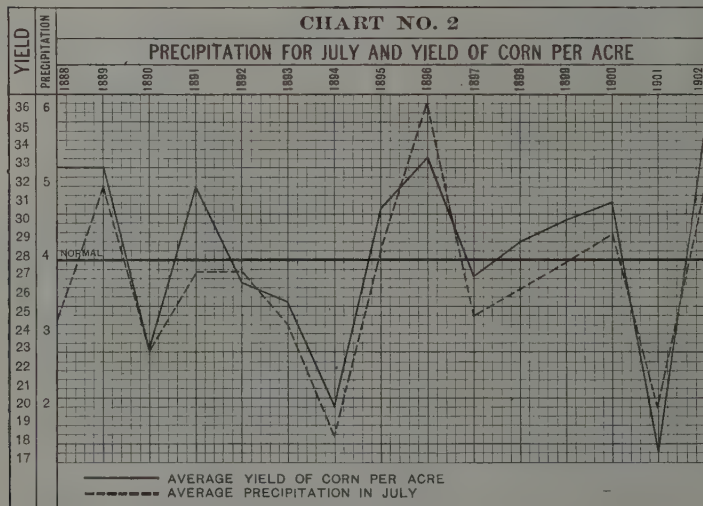
With this in mind J. Warren Smith, section director of the U. S. Weather Bureau, assisted by Professor Wm. D. Gibbs, pres. of the New Hampshire State College, prepared several charts comparing the yield of corn per acre with the rainfall, for the 15 years, 1888 to 1902.

Inasmuch as the greater portion of the corn produced in the United States is grown in the central part of the country, only Ohio, Indiana, Illinois, Iowa, Nebraska, Kansas, Missouri and Kentucky are considered, both in the yield per acre and the precipitation. As the area of greatest corn production does not include all of Ohio, Kentucky, Kansas or Nebraska, Professor Smith believes that only the western parts of Ohio and Kentucky and the eastern parts of Nebraska and Kansas should have been considered, the charts indicating that if this had been done there would have been an even closer relation between the curves on the charts.

In the charts, of which three are produced in the engravings herewith, precipitation (rainfall) is shown by the dotted line and the yield of corn by the full line. The heavy horizontal line is the average for the 15 years of both the rain and yield. As shown by the figures in the 2 columns at the left the yield is calculated in bus. per acre and the rainfall in inches. The small squares express nothing, merely guiding the eye. The years are indicated along the top of the chart, and the results of each year are



Smith, Yearbook of the U. S. Dept. of Agri., 1903.



Smith, Yearbook of the U. S. Dept. of Agri., 1903.

marked by the sharp angles directly under the annual figures.

Rainfall for the 3 months of June, July and August is plotted on Chart No. 5 herewith, from which it is seen that the rainfall in those months of 1896 was over 14 inches in depth, greater than for several years, and the yield of corn in bus. per acre was over 33, also the greatest in years. In 1901, one of the driest summers, the rainfall was less than 8½ ins. and the yield only 17 bus. per acre.

Omitting June and August it is found that the rainfall for July alone gives a closer connection between the lines of yield and rainfall, indicating that the rainfall that month is most influential in determining the yield. This is shown in Chart No. 2 herewith. It indicates that if one knows the rainfall during the month of July over the great corn producing district he can estimate the yield for the season very closely, says Professor Smith. There are differences, to be sure, but in the most part explainable ones. It is not sure that the statistics of yield were collected in 1888 with the care that has been exercised later. In 1891 when

the yield for the district was considerably above normal, with the precipitation for July slightly below the average, there was a large June rainfall. In 1896 the rain during July was the highest during the period, altho the yield was not so large as in 1902. An examination of the meteorological records for July, 1896, however, shows that excessive showers fell across the northern part of the district. These injured corn rather than benefited it, while damage was done by drouth in southern Missouri.

The price of corn in December takes the place of the line showing the yield in Chart No. 6 herewith. The price is shown in the column at the left in cents per bu., and its fluctuation each year by the dot and dash line. Professor Smith selected the lowest price of cash No. 2 corn as being the freest from manipulation. This chart includes the rainfall for the 2 months of June and July. As other conditions than the law of supply and demand control partly the price of grain the dips in the rainfall are not invariably accompanied by corresponding peaks in the line of price. This is shown in 1893, when corn prices fell tho the diminished rainfall indicated higher prices. The financial storm of that year clearly affected the price more than the rainstorms.

Since the government reports of rainfall are very carefully collected the grain dealer who will total the figures of the month of July has a valuable check on the wild statements of the crop experts as early as Aug. 1.

Charts for each of the 8 states have been prepared by Professor Smith, whose conclusion is that to draw well defined comparisons between crop yields and summer precipitation for individual states one must take into account very carefully the geographical distribution of rainfall, the periods without rainfall, and the rate of fall.

The reduced Mexican duty on wheat of \$1.50 per 100 kilos will remain in effect until Jan. 1, when the duty will be doubled. The duty before the present reduction was \$5 per 100 kilos. Freight rates on wheat from border points to the City of Mexico have been reduced \$2 per car.

No Cars.

BY IDLER.

The station agent sat with one hand upon the key of his instrument, while the other held a receiver to his ear—a feat of dexterity betokening nimbleness of mind that never failed to elicit the admiration of the platform loafers. The clicking from the wire stabbed the autumn stillness.

"What's that?" he shouted. "Oh, to be sure. I put in the order four days ago. Am just calling the Supt. now to find out when the cars'll be here." Hold the line a minute till he answers."

Closing the switch he waited while a wild succession of ticks tumbled over each other in their rush from the sounder. "Hello!" he called once more into the 'phone. "Say, Mamie, what'd you cut me off for; I was talking to Jenkins at the elevator.—Yes you did.—Oh, hello Sam! The old man says 28 will drop off three for you this evening.—What? Sure pop; they'll be here all right this time. He had orders from St. Paul. Guess your folks there have been getting after the Co. Wish I had a pull like that; you wouldn't catch me around this burg very long. Bye-bye!"

Nothing was heard for a trice save the scratching of the agent's pen as it hurried over his week-end report. Then the 'phone bell tinkled noisily in little jerks and spasms. "Hello—hello—Oh, hello Briggs! Full up, are you? Well, I'm right sorry, but I don't believe I can do anything for you before Tuesday or Wednesday. Just talked with the Supt. on the wire, and he says there aren't a dozen empties between here and the junction. Three of those are promised to Jenkins and have been for some time; they'll be in tonight. What? No, Briggs, I can't give you one of these. They're coming in on a special order from St. Paul."

"Oh, I say, Briggs, don't go off like that! It ain't my fault. I'm doing the best I can for you right along, but you know the Polis Eltr. Co. has a pretty big pull with the road, and naturally it is favored a bit at headquarters. Why don't you get your commission house to put in a word for you? They have plenty of influence, and I know that when Wells had your eltr. he used to get as many cars

as anyone around here. He shipped to the same concern, if I recollect right. Anyway, the firm you're billing to are top-notchers and can help you out easy. That's all right. I ought not to give you advice like this, for the road is pretty hard put to it to furnish cars for all shippers; but you're a friend of mine. So-long."

Half an hour went by, and again the agent took down the receiver in answer to insistent ringing. "Hello! Well, what can I do for you.—No, I'm sorry to say that I can't this week; there's no show at all: I've just been talking to the old man on the wire, and he tells me there won't be any empties headed this way much before the middle of next week. What?—Now hold on, Sykes; I don't stand for it to have any man talk to me like that.—No, there ain't no discrimination against you ner anybody else.—Oh, you make me tired. What the h—ll do you suppose I want to cut you out of your share of cars for? I haven't any object in it, but I may have if you keep on talking this way. Even a worm is liable to turn, you know, and I ain't no worm by a d—d sight! Yes, I put in your order all right and I'll make another call, but I won't guarantee that you'll get the cars this week; in fact, I am very sure you can't."

And, as the agent jangled the receiver on to the hook, he muttered something about not putting himself out very much to accommodate that sort of a fellow. "If there's anything rubs me the wrong way," he said to himself, "it's one of these people who always suspect someone is trying to do them."

Exports.

Buckwheat exports for the 8 months prior to Sept. 1 were 145,334 bus.; compared with 2,901 bus. for the same months of 1904.

Broom corn exports for the 8 months were valued at \$132,036; compared with \$118,811 for the corresponding months of last year.

Malt exports for the 8 months were 360,266 bus.; compared with 342,627 bus. for the same months of last year.

Glucose exports for the 8 months were 125,918,054 pounds; compared with 96,656,073 pounds for the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

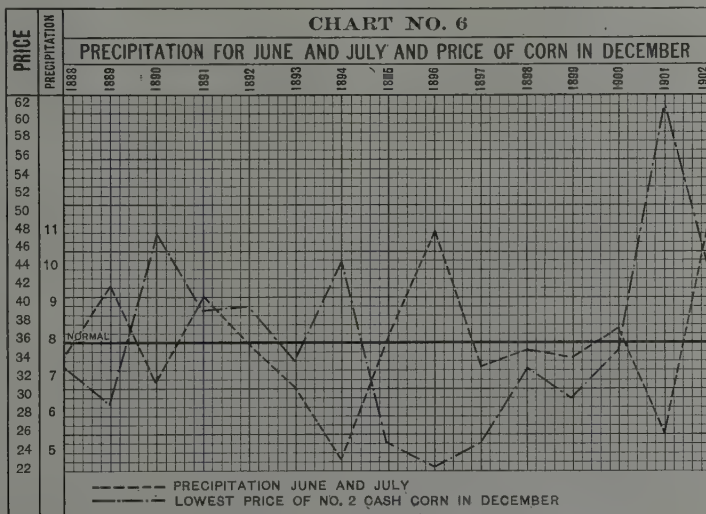
Rye Crop Decreasing.

H. L. Goemann, who is regarded as authority on the rye situation, says that he believes the government estimate of 28,000,000 bus. is too high.

"Numerous reports that I have received," says Mr. Goemann, "indicate that the acreage is less and the yield lighter. The rye crop is decreasing year after year as evidenced by the total productions for the past several years, 33 millions in 1902, 29 millions in 1903, 27 millions in 1904.

Rye does not pay the farmer as well as wheat, so many are quitting its production. Take, for instance, the government report for wheat raised in Michigan this season, an average of 18 bus. per acre, and at 80 cents per bus., amounts to over \$14, while the average yield of rye is placed at 15 bus. per acre, which at 60 cents per bus., amounts to but \$9, a difference of over \$5 to the acre. Rye demands a sandy soil, and every farmer hasn't it, so the production is limited."

H. D.



Smith, Yearbook of the U. S. Dept. of Agri., 1903.
Charts Showing the Relation of Rain fall to the Yield and Price of Corn.

Seeds

Complaints from some sections of Iowa are to the effect that timothy was damaged by worms.

Columbus, O., Nov. 1.—The prospect for clover seed is 59 per cent of an average.—Ohio Dept. of Agri.

Bayard Henry, trustee in bankruptcy of David Landreth & Sons, seedsmen of Philadelphia, Pa., has brot suit against J. F. Bloomer on contract.

Foreigners are like large dealers in clover seed on this side. They dislike high prices early in the season. They are forced to buy when the seed is moving and must carry all winter. Speculation has interfered with their plans this season. Foreign markets have not advanced as rapidly as ours, but have recently improved some.—C. A. King & Co.

Clover seed receipts at Toledo for the week ending Nov. 4 were 5,900 bags; compared with 7,430 bags for the corresponding week of last year. Receipts for the season have been 41,517 bags; compared with 44,021 bags for the corresponding period of last season. Shipments for the week ending Nov. 4 were 838 bags; compared with 1,904 bags for the corresponding week of last year. Shipments for the season have been 4,676 bags; compared with 12,240 bags for the corresponding period of last year.

The low point on the October clover seed future was \$5.65; the high \$8.25. A great deal of money exchanged hands on account of the deal. Those who were first to discover that the growing crop was not filling made a nice thing. Many who lost heavily were too slow in being convinced that the crop was damaged. A good deal of the shortage was filled by delivery of the actual seed. Quite a number of cars came from other markets, but it seemed to go into good hands, is in store here, and will probably stay here for awhile. We look for somewhat smaller receipts now that these October sales have been filled.—J. F. Zahm & Co.

Receipts of seeds at Chicago for the week ending Nov. 4 were 938,611 pounds of timothy seed, 279,730 pounds of clover seed, 497,725 pounds of other grass seeds

and 160,600 bus. of flaxseed; compared with 1,594,586 pounds of timothy seed, 246,270 pounds of clover seed, 222,950 pounds of other grass seeds and 24,907 bus. of flaxseed for the corresponding week of last year. Shipments for the week ending Nov. 4 were 124,744 pounds of timothy seed, 4,805 pounds of clover seed, 522,192 pounds of other grass seed and 707 bus. of flaxseed; compared with 231,210 pounds of timothy seed, 5,250 pounds of clover seed, 274,941 pounds of other grass seed and 1,983 bus. of flaxseed for the same week of 1904.

Alfalfa was practically as well known to the ancients as to farmers of the present day, for Pliny wrote as follows about the middle of the first century before Christ: Lucern is by nature an exotic to Greece even, it having been first introduced into that country from Media, at the time of the Persian wars with King Darius; still it deserves to be mentioned among the very first of these productions. So superior are its qualities, that a single sowing will last more than thirty years. It resembles trefoil in appearance, but the stalk and leaves are articulated. The longer it grows in the stalk, the narrower is the leaf. Amphilocheus devoted a whole book to this subject and the Cytisus. It is cut when it is just beginning to flower, and this is repeated as often as it throws out new blossoms, which happens mostly six times in the year, and four at the very least. Care should be taken to prevent it from running to seed, as it is much more valuable as fodder, up to the third year.

Austria and Hungary have better yields of red clover seed than in the preceding season and besides nice qualities. France complains of a small crop. It seems that the output in Great Britain will be much smaller than the year before, and principally the color will be brown, the rain having stained. The arrivals from Chili continue. If one can believe in the reports about this year's crop, it seems to be smaller than the one of last season. Germany will by no means produce the same large quantity as the period 1904, but anyhow we count on a medium crop. Russia on the other hand is to have a fine harvest with excellent qualities. In the whole, this year's red clover of the European states, with the exception of Great Britain, shows a nice color. We shall also have seeds fully free of rib grass (buckhorn, plantain). The greatest

part of the crop is harvested during dry weather. Now, as the new crop is coming along, we find that the old stocks are somewhat larger than we anticipated, but this point cannot much influence the prices. We probably shall have a medium crop in Europe, but not so good as last year.—R. Liefmann Sons Successors, Hamburg, Germany.

TOLEDO SEED LETTER.

Foreign buyers have been very busy sending samples of seed to local seed concerns, but the prices as quoted make the seed strictly prohibitive, not only on the better grades, but on the poorer ones as well. The foreign prices are from \$1 to \$1.50 above American quotations on the same grades. Most of the samples received by the local concerns grade 1, e. g. buckhorn.

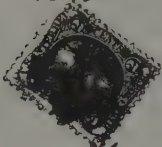
Last season, the United States exported about 60,000 bags of seed, while France exported 40,000 bags, thus making 100,000 bags sent away by these two countries. This year, neither country will have any to export, but on the other hand, they will have to import. And it is now learned that South Germany, Austria and Hungary have nothing to export, and that it falls to the lot of Russia to supply the deficiency. Will she have enough? is the question that is a puzzler with local seed men. Will Russia, amid her internal troubles, be able to get the seed to the outside world, only at great hazards?

In the face of these facts, it is strongly argued that we will see much higher prices for seed. The highest quotation thus far was for Jan. at \$8.40. The market has been dull for the past couple of weeks. The receipts last Saturday were 1,500 bags short of a year ago, and, taking this as a basis of reckoning, it is conservatively estimated by some of the seed men that the total receipts for the year will go but little above 50,000 bags, or about 30,000 bags short of last season.—H. D.

Forty Years Ago.

In the fall of 1864 wheat seems to have commanded a very high price in Chicago, as is evidenced by the receipt reproduced herewith. It seems that Dow, Quirk & Co. sold 4,000 bus. of No. 2 spring wheat for \$8.160. The 2c internal revenue stamp was a mild reminder of the war then drawing to a close.

Chicago Sept 2/64
 \$8.160 Rec'd of D. W. Quirk & Co. Eight thousand one hundred & sixty bushels in full for four thousand & by the Spring



Dow Quirk & Co.

*Warehouse receipts left at First Natl Bank
 Chicago Sept 3/64 - Dow Quirk & Co. instructed
 to sell when could be done for a profit & deposit proceeds with
 1st Natl Chicago 90*

Wheat Receipt of 41 Years Ago.

How Shipper's Grain Arrives at Toledo.—III.

BY HARRY W. KRESS.

In my last report on Toledo Inspection I did not take up the subject of new oats. There seems to be much discontent among shippers in regard to the grading of oats. Before drawing hasty conclusions they should stop and consider whether they are buying them according to the rules of the market. How many shippers are thoroughly posted in this respect? If they buy them at the grade they establish at their stations they will have cause to ask the doctor to prescribe some anti-kicking medicine.

I would diagnose the case as hay fever and loss of sight. My prescription would be to send them to the Inspection yards at Toledo for a few weeks and have them get in all the cars. The scented odor would cure hay fever and colored eyeglasses might enable them to distinguish the black from white, and bleached from lodged oats. I know there are exceptions to this rule, but I can't for the life of me see where the shipper is being done any injustice on grading here.

When shipping to this market I know I was no exception when it came to kicking, but since "seeing is believing" I am convinced that I was buying my oats from the farmer according to the grade I established. Every shipper should have the inspection rules of the markets he ships to, and post himself as thoroughly as possible, especially upon those grades he is handling most of. I want to say that I hope I will see the time when we will have uniform grades in every receiving market in the United States, or as close to that basis as it would be feasible to work on. This will make it an easy matter for the shipper to become familiar with the different grades, and will be a schooling in that he will in time become thorough, whereas today too much variation is confusing him.

There is no doubt in my mind that this has been a very hard year for the shipper to buy oats and make a profit. Oats are arriving here bleached, stained, lodged, dirty, off color, mixed with foreign grain, damp, musty, and sometimes warm and hot. If the above conditions would only represent a rare car, it would be a different story, but such is not the case, and I want to say the grain inspector is having a hard proposition—no enviable position to my mind—for if he is lenient with the shipper the buyer calls him, and if lenient with the buyer the shipper calls him. I did not say what he calls him, but it would not be hard to guess.

The bulk of oats after arriving here are clipped and scoured, making them lose their original identity, and then sold by weight or sample. This is what the shipper who handles a large amount of oats should do, instead of sending them in their natural state. There is not a doubt in my mind that this is the profitable way to handle oats, whether the grades be off or not. However, be careful in buying your oats from the farmer and you may yet hit a profit gait.

As there seems to be a great deal of difference of opinion as regards the general rule of N. E. G., which stands for *No Established Grade*, and having the opportunity of observing this grade every day, I have decided to take up the issue.

As much attention as I have given this grade, I am at sea at times as to its application. It seems to me that this grade covers too large a field. I think that the sooner it is abolished the better it will be for the shipper. Why? Because two-thirds of them do not grasp its meaning. For instance, we will say a shipper sends in a car of oats that is too badly mixed with foreign grain to grade 2, 3 or 4, but at the same time this car may contain a goodly portion of No. 2, but is classed N. E. G. He ships in another car of oats that is musty, dirty, shrunken, bleached, stained, mixed with foreign grain, and is not good enough for any grade, and it is also classed as N. E. G. This last car being much worse than the first, but still classed as N. E. G., makes it apparent how large a field this grade covers.

N. E. G. seems to attach a stigma to it which makes it appear in anything but a healthy condition to the buyer. It is natural for the shipper to suppose that the buyer of either the above-mentioned cars is going to buy them at as big a discount as is possible. I do not wish to be understood that the shipper is not paid more or less for the first car than the second, but from the shipper's standpoint why not class this grade N. E. G. into two or three distinct classes of No. 1, 2 and 3 Rejected, and have a more uniform discount, as in the case of No. 2, 3 and 4 Red wheat, thus alleviating the skepticism now prevailing. Some shippers think it stands for "No Earthly Good" and others "Neglected," so I have decided, a puzzle indeed is N. E. G.

It may well stand for "Neglected" when the buyer has perfected the usual price of neglected, when the shipper's stuff is accepted, which makes him dejected as to the meaning of neglected, the Inspector is suspected, the receiver subjected to the shipper's objection. So what's the use of kicking unless this grade Neglected be ejected or classed as rejected.

The receipts of new corn are becoming heavier, and I am agreeably surprised at its good condition.

New Elevator at Vinton, Ia.

For four years the grain elevator men of Iowa have encountered a very discouraging business, but the crop year 1905-06 promises to make them all happy. The large crops have given encouragement to the building of new elevators and the rebuilding of old. Herewith is a new 13,000-bu. eltr. recently completed at Vinton, Ia., for the Bickel Grain Co., by C. E. Newell.

Mr. Bickel, who has lived in Benton County since 1878, has been interested in the grain business with the exception of several years when he served the county as auditor.

The new elevator is 22x26 ft., 36 ft. to plate, cribbed with 2x4 inch studding and is operated by a 15 h. p. electric motor. A 24-inch burr feed mill has been installed and barley and oats cleaning machinery will soon be added to the equipment.

The National Hay Ass'n has appointed its committees for the year.



Bickel Grain Co.'s New Elevator at Vinton, Ia.

The National Ass'n.

BY SEC'Y JNO. F. COURCIER.

OVERDRAFTS.—My attention has been called to the apparent disposition on the part of some shippers purposely to make over drafts. The members of the Grain Dealers National Ass'n cannot too strongly put their stamp of disapproval upon such methods. Aside from the fact that it is obtaining money under false pretense, the practice is demoralizing, and has a tendency to cause trouble for innocent people. If the National Ass'n were to condone such usages, the extent to which responsible people would be willing to pay drafts on account would of necessity be materially curtailed. We sincerely hope there will be no occasion for having our attention called to any more cases of this character.

* * * * *

RAILROAD LEGISLATION.—As a result of the deliberations of the Interstate Law Convention, held in Chicago, October 26th and 27th, the Grain Dealers National Ass'n is pledged to support the President of the United States, in his endeavor to secure, for the people of the country, the enactment of remedial railroad legislation before the adjournment of the next Congress.

Every member of the Ass'n is earnestly requested to take advantage of every opportunity personally to interview their respective Senators and Congressmen, and to importune them to use their voice and vote in the support of such measure or measures, as may embody the purport of the resolutions adopted by the Chicago Convention.

The policy of the railroads always has been to assess all the revenue the traffic will bear, and if we are to have relief from this condition, and procure the enactment of such laws, as well as give us prompt and equitable adjustment, without having to be dragged through the courts for years; now is the time to be up and doing, while we have the support of the chief executive of the government.

A great deal has been said by the railroads and their advocates about the constitutionality of conferring upon the Interstate Commerce Commission the powers we propose, but we think that inasmuch as the President has the advantage of being surrounded by the most brilliant constitutional legal talent in the world, we are perfectly safe in pinning our faith to his recommendations.

* * * * *

SOUTHEASTERN DEALERS.—The work of organizing the Southeastern territory is being pushed with all possible vigor. We realize the enormity of the task, and inasmuch as it is impossible, at this time, for us to make a personal canvass of that territory, the hearty co-operation of every member of the National is needed.

The Southeast is replete with business men of sterling worth, who are anxious to improve conditions, but it is for us to prove to them the sincerity of our effort, and the probable resultant good that would come of their becoming members of the Grain Dealers National Ass'n.

* * * * *

The only way to secure the greatest good for the greatest number, in association work, is to have a thorough organization of the trade represented, and we cannot, therefore, too earnestly urge our members to recommend the Ass'n to eligible non-members.

THE ARBITRATION FEATURE is developing into a most potent factor, and its influences are being felt far beyond the boundaries of the organization.

Attorneys are beginning to ask for copies of the opinions of our Arbitration Committee, to be used in their pleadings in court, which fact is a splendid proof of their high standard, as authority on technical points, which are constantly coming up for judgment in the grain trade.

TRADE RULES.—Another very important feature of our Ass'n work, which should be recommended, is our trade rules committee. The province of

this committee than seems to have been previously understood. Technical points in controversy may be made before this committee for an opinion, without compromising a case, in the event it should later be placed before the Arbitration Committee. It should be borne in mind, however, that in submitting a subject to the trade rules committee, all reference to names and places should be omitted.

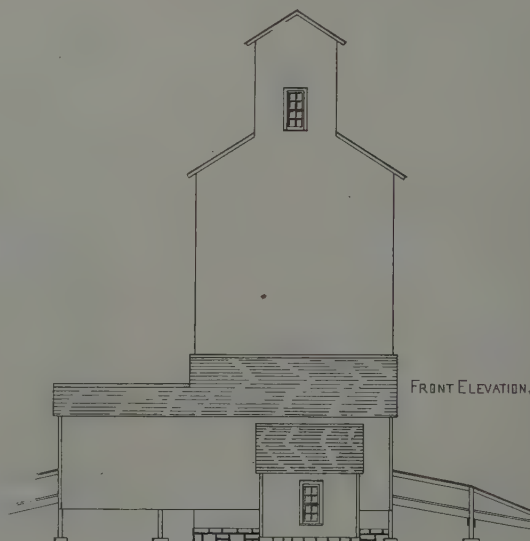
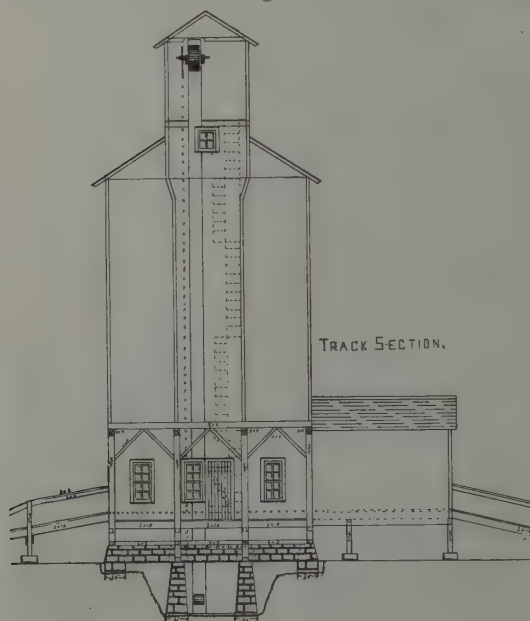
The distinction between the Trade Rules Committee and the Arbitration Committee, is that the former is to define fixed rules, and established customs for the regulation of trade, while the latter is for the purpose of hearing evidence and granting awards.

It will be understood from this that a free use of the Trade Rules Committee would often enable disputants to settle their differences without having to carry them before the Committee on Arbitration.

There are five sets of arbitration papers now in the hands of the committee, and four new cases under way of preparation.

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NEW DIRECT MEMBERS.—Empire Mills, Columbus, Ga.; H. C. Morgan, Pittsburg, Pa.; A. C. Schuff & Co., Louisville, Ky.; Ohio Valley Seed Co. and Edw. F. Gocke Co., Evansville, Ind.; Stockbridge Elev. Co., Jackson, Mich.; N. W. Elev. & Mill Co., Travis-Emmick Co., S. W. Flower & Co., and National Milling Co., Toledo, Ohio; Bartlett Kuhn Co., Terre Haute, Ind.; Howard Kornegay, Selma, Ala.; F. L. Wallace & Co., St. Louis, Mo.; Crabbs Reynolds Taylor Co., Crawfordsville, Ind.; Jones & Morey, and Rubins Bros., New York, N. Y.; Arthur R. Sawers and J. C. Shaffer & Co., Chicago, Ill.; Logan & Co., Nashville, Tenn.; The Union Grain & Hay Co., Cincinnati, Ohio; J. B. Edgar Grain Co., Memphis, Tenn.; Indianapolis Grain Co., B. A. Boyd, Bassett Grain Co., and Finch & McComb, Indianapolis, Ind.; H. W. Robinson & Co., Greensprings, Ohio.



Transfer Elevator at Walnut, Ia. (See page 555.)

Small Transfer Elevator at Walnut, Ia.

Illustrated herewith is a small transfer elevator recently erected at Walnut, Ia., for the Walnut Milling Co., by the Younglove Construction Co. The building is 24 ft. square and has a heavy stone foundation. The hoppers bins are 32 ft. deep, all being above the working floor. It is designed primarily as a house for receiving and storing wheat for the mill adjacent. Cars and wagons may be unloaded directly into the boot and elevated to bins in the elevator or spouted direct to the mill. Facilities are also provided for loading into cars.

The house has an independent power plant and may be operated any time independent of the mill, the power being

supplied by a gasoline engine and belted direct to the line shaft in basement. It is well arranged for cleaning and mixing grain. Its height facilitates the spouting of grain to any one of the bins and loading cars to their capacity.

Power is transmitted from the line shaft in the basement to the elevator head by means of a chain belt. A house for the gasoline engine adjoins the driveway. On the main floor, which is well lighted, is the office, scale, mill and cleaner.

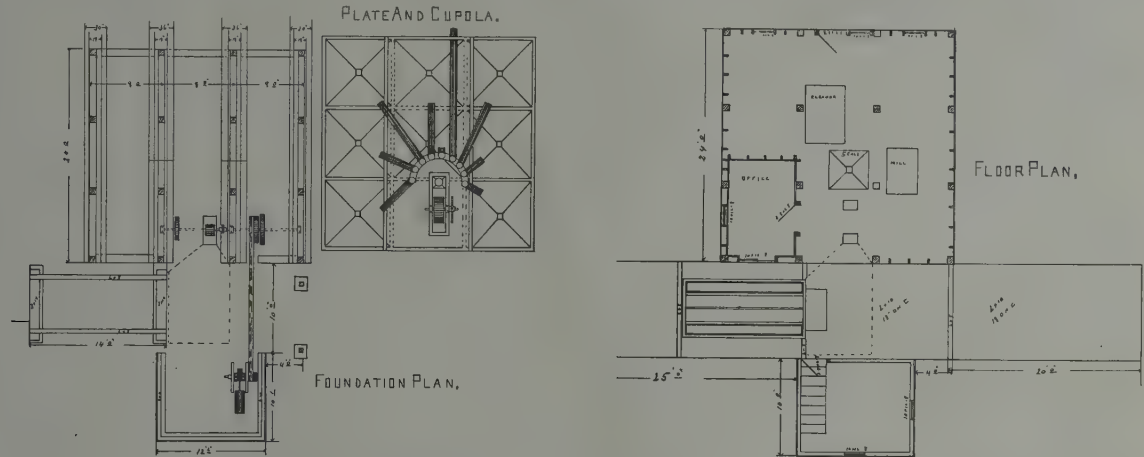
The crop report to be issued by the Dept. of Agri. Dec. 10 will report the area sown this fall of winter wheat and winter rye; the condition of those crops on Dec. 1, and the average weight per measured bu. of oats and winter and spring wheat harvested this year.

Oats Exports from the United States and Canada.

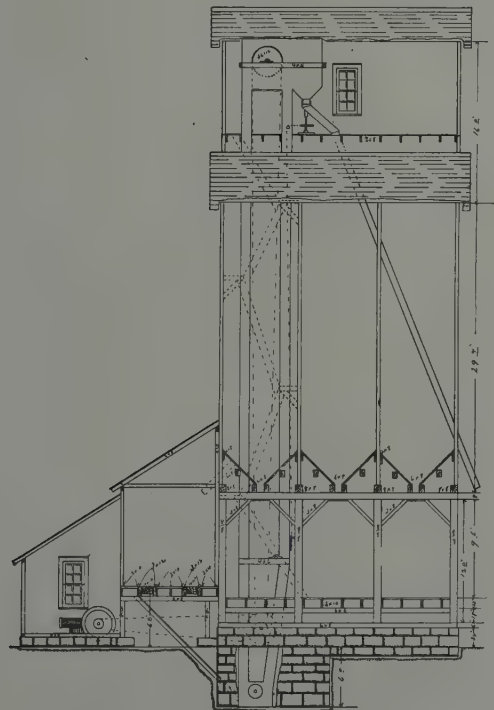
Forbell & Tilson, of New York, have carefully compiled the following statement of the oats cleared from American and Canadian ports from Aug. 12 to Oct. 7:

Of the total exports of 6,904,951 bus. the United Kingdom took 2,922,344 bus. and the Continent 3,982,607 bus. Clearances for London were 2,209,905 bus.; for Liverpool 110,000, and for Glasgow 426,050; for Hamburg 926,321; for Bremen 625,666; for Rotterdam 625,666, and for Antwerp 935,979 bus.

New York cleared 3,316,641; Baltimore 393,655; Philadelphia 1,010,000; Montreal 730,655; Boston 374,000, and Newport News 80,000 bus.



Floor, Foundation and Cupola Plans of Transfer Elevator at Walnut, Ia.



Cross Section of Transfer Elevator.



Small Transfer Elevator at Walnut, Ia.

Grain Trade News

ARKANSAS.

Ft. Smith, Ark.—The Western Grain Co. incorporated, \$50,000 capital stock, to buy, sell and mill all grains and grain products, hay, food stuffs, and coal. The officers are: J. Herman Hunt, pres.; R. E. Dove, vice-pres.; J. H. Carnahan, secy. and treas.

CALIFORNIA.

San Francisco, Cal.—Martin P. Detels, a member of the Merchants Exchange and a well known grain and flour dealer, died recently of appendicitis, aged 41 years.

San Francisco, Cal.—Captain M. Ault, for several years past government flour inspector, and possessing a wide acquaintance with grain dealers, died Nov. 2, aged 86 years.

CANADA.

Raddisson, Sask.—The A. Kelly Milling Co. is building an eltr.

Prescott, Ont.—After having been closed for 7 years the Prescott Terminal Co's. eltr. has been placed in operation.

Emerson, Man.—Will J. Irwin has succeeded R. B. Pow as grain buyer at the Hope Farm Eltr.

Crystal City, Man.—Mr. Bulloch is building a 50,000-bu. eltr. just west of his old eltr., which will give him capacity for 70,000 bus. of grain.

When the Grand Trunk plugs up the Depot Harbor spout it follows inevitably that the hopper in the Northwest will choke.—*Winnipeg Telegram*.

Brandon, Man.—A. H. Brydges, traveling agt. for the Northern Eltr. Co., who has been in the hospital here suffering with typhoid fever, is said to be improving.

Ft. William, Ont.—Two ironworkers were injured at Eltr. D Oct. 24 when a scaffold gave way while they were repairing the tanks at the eltr. Neither was fatally injured altho they fell 40 ft.

Fort William, Ont.—Canadian marine underwriters have decided to extend protection from Dec. 5 to Dec. 15 to enable grain to be moved from Fort William and Port Arthur right up to the close of navigation.

Winnipeg, Man.—Jas. E. George and George Lenton were arraigned in court Nov. 3 on two indictments for having sold consignments of wheat and omitted to remit the proceeds to the shippers, C. F. Dunlop and J. B. Gillespie.

Winnipeg, Man.—The council of the Grain Exchange has appointed I. M. Ross, D. E. Sprague, Robt. Muir, W. J. Bettingen and Chas. Gage a committee to inquire into suitable designs for the new building to be erected for the Exchange.

Winnipeg, Man.—The Grain Exchange has received a wire from the commissioner of customs at Ottawa that the German import duty on Canadian wheat will be increased from 54 cents per 100 pounds at present to 80 cents Mar. 1.

Montreal, Que.—Representatives of the Dominion Marine Ass'n held a confer-

ence with the freight traffic manager of the Grand Trunk Nov. 2, with regard to the delay suffered by steamships in discharging wheat cargoes at the Depot Harbor eltrs.

Emerson, Man.—At a meeting of farmers of this district Nov. 4 Deputy Minister of Agri. W. J. Black announced that hereafter the government will not prosecute eltrs. for returning farmers their screenings, but will prosecute them for disposing of screenings in any other manner.

Montreal, Que.—The harbor commissioners have instructed the pres. and secy. to sign a contract with the John S. Metcalf Co. for the grain conveyor system from the eltr. to the freight sheds, under which the company will make the plans and supervise and inspect the construction.

Vancouver, B. C.—J. E. Hall, of Winnipeg, and E. C. Hall, of Vancouver, have secured a site, 200x300 ft., and will build an eltr. and grain warehouses. They will receive grain from northwestern Canada and sack it at their eltr. for the Yukon and along the coast. It is expected that the plant will be completed by the middle of Dec.

Carberry, Man.—An American company, represented by L. Bruce Howard, of Minneapolis, has purchased from C. J. Hurt, the local mill, including the eltr. and stock. C. F. Travis, of Elkhorn, will manage the business. It is understood that the purchasers intend establishing a line of mills thruout western Canada, to manufacture flour for export.

Midland, Ont.—A steel grain eltr. of 1,000,000 bus. capacity is being erected by the Grand Trunk Railroad here, and the contract to supply the entire machinery equipment has been let to the Kingsland-Kay-Cook Mfg. Co., including all power transmission machinery, rope, marine leg outfit, boat scrapers, belt conveyor rollers, trippers and car pullers.

Winnipeg, Man.—Eltrs. at country points are being closed against the receipt of more wheat from farmers. The houses are filled, and few cars are supplied to move out the accumulation. The vessels are in ample supply to remove the grain from the terminal eltrs. at Fort William, but are not unloaded promptly at Buffalo, N. Y., and Depot Harbor, Ont.

Montreal, Que.—The court of appeal has reversed the judgment of the court of review in the suit of the Continental Engineering & Construction Co. and Wood. Wood had a sub contract for driving piles for the foundation of the grain eltr. at Montreal and was given judgment for \$493, subsequently increased to \$1,425 by the court of review. The court of appeal reduced the judgment to the original amount.

Owen Sound, Ont.—The wheat laden steamer Rosedale had part of its cargo damaged Oct. 31. The boat was caught by two tremendous waves and thrown so sharply on beam ends that the wheat shifted, holding the boat in that position. The entire crew was sent into the hold

to shovel the grain back, but were unable to get the ship back to trim for 18 hours, until the shelter of Caribou Island was reached.

Winnipeg, Man.—The Crown Grain Co. has been fined \$25 under the Noxious Weeds act for having shipped screenings out of the country to Minneapolis. Since the purpose of the act was solely to prevent farmers from disseminating weeds the conviction of the company seems absurd, as the farmers were as fully protected by the shipment out of the country as if the weeds seeds had been burned. An appeal will be taken.

Regina, N. W. T.—The supreme court recently decided in favor of the Imperial Eltr. Co. in the suit brot by Seelye to recover the value of 200 bus., being part of 701 bus. of wheat, alleged to have been placed for storage in the eltr. and shipped to Fort William. A witness testified that he loaded out 701 bus. at the eltr., whereas Seelye's alleged certificate of outturn weight at Fort William bore neither seal nor signature as required by law.

Winnipeg, Man.—The Grain Exchange has written the Dominion Transportation Commission urging that the Commission require the railroads to provide sufficient equipment to move western grain out of ports east of the lakes where vessels from Lake Superior are being greatly delayed. The Exchange calls the attention of the Commission to the fact that every bu. of grain from the west not moved east of Fort William and Port Arthur this fall will have to be held under storage and interest charges until spring, or pay the extra rate for all rail shipment.

St. Boniface, Man.—Work on the new plant of the Western Canada Flour Mills Co. is progressing smoothly, the buildings being erected by James Stewart & Co. and the flour mill machinery being installed by Nordyke & Marmon Co. In the planning of this mill the owners have availed themselves of the very best advice to the end that the buildings and equipments shud be a model of their kind. Those immediately connected with the enterprise are S. A. McGaw of Goderich, Ont., Parrish & Lindsay of Winnipeg and A. Kelly of Brandon, whose names are very familiar to the grain trade. The company has a site of 35 acres, with splendid shipping facilities over the Canadian Pacific and Canadian Northern Railroads. With the mills at Goderich, Brandon and St. Boniface in full operation the company will turn out 6,200 barrels of flour every 24 hours. The concrete eltr. is the first tank eltr. to be constructed near Winnipeg.

WINNIPEG LETTER.

Arcola, Sask.—J. Lees is adding a large addition to his warehouse for the storage of grain.

Prince Albert, Sask.—Construction is being rushed on Jos. Kidd's new eltr. and flour mill. A large eltr. of regulation pattern is also being erected there.

Port Colbourne, Ont.—The Port Colbourne Milling Co. has been incorporated with a capital of \$40,000 to generally deal in flour and grain. Directors: J. P. Hanning, S. T. McColl, G. C. N. Kanold, Port Colbourne.

Fort Francis, Ont.—As soon as the power being developed by the Backus-Brooks syndicate is ready for delivery several large flour mills and elevators will be erected here. R. S. McDonald is mgr. for the syndicate.—R. F. R.

CHICAGO.

W. J. Bush of Milwaukee has applied for membership in the Board of Trade.

Albert Otto, formerly with Wright, Borgert & Co., will represent Sam Finney in the Northwest.

Frank A. Hepburn, who has been with Ware & Leland for several years, will travel in Iowa for Arthur R. Sawers.

John Penderton, a roofer, fell 107 ft. from the roof of the McReynolds Eltr. into the river Oct. 27 and fractured his right ankle.

Geo. J. Noth has succeeded W. J. Scott as the Chicago representative of the Invincible Grain Cleaner Co., and will continue the office at 406 Traders Bldg.

Bartlett, Frazier & Carrington will operate the new transfer eltr. just completed at Indiana Harbor, Ind., by the Lake Shore & Michigan Southern R. R. Co.

Fire in the office of the janitor in the basement of the Board of Trade bldg., Sunday, Nov. 5, was discovered just in time to save the structure. Loss less than \$100.

Pres. Jackson of the Board of Trade has been authorized by the directors to appoint a committee to renew efforts to devise an improved system of clearing trades.

The replevin proceedings brot by the United Grain Co. against the South Chicago Eltr. Co. for possession of 19,000 bus. of corn, have been dismissed by agreement.

In the suit of Thorburn v. Pacaud the Illinois Supreme Court decided that when the rules of the game make clubs trump, the loser can not change the rule to make spades trump.

A special assessment of members of the Board of Trade of \$15 each has been called for by the directors, to be paid Nov. 15, the proceeds to be used in the purchase of memberships.

Geo. E. Root, who represents Ware & Leland in the wheat pit, was presented Nov. 3 with a loving cup by his associates in the wheat pit, it being the fortieth anniversary of his birthday.

The new grades and revised rules of the state grain inspection dept., as announced this week by Chief Grain Inspector W. Scott Cowen, are published in another column of this number.

Jas. C. King, a retired member of the Board of Trade, died Nov. 1 aged 75 years. Mr. King organized the grain firm of King & Curtis which has long since been dissolved. He retired in 1890.

Frank W. Thomas has re-entered the firm of A. O. Slaughter, Jr., & Co., from which he retired when it was doing business under the name of O. A. Slaughter & Co. Henry B. Slaughter has retired.

Grain shipments east from Chicago all rail continue heavy, having been 2,741,000 bus. for the week ending Nov. 4, compared with 2,403,000 bus. for the preceding week and 1,143,000 bus. a year ago.

The decision of the Illinois Supreme Court in the suit of Waite, Thorburn & Co. against A. D. Pacaud, growing out of the July oats corner of 1902, is reported at length on page 572 this issue.

The first car of No. 1 barley to arrive this season was consigned to Arthur R. Sawers. It was shipped by the Waukesha Grain & Produce Co., and brot 52 cts. or 4 cts. above the market for No. 2

The Atchison, Topeka & Santa Fe Railroad, in rebuilding the burned Santa Fe Eltr., has decided upon a slightly different location for the fireproof house. It will be built on the side of the slip opposite to the burned plant.

Rock Island Eltr. B has been declared a regular eltr. by the directors of the Board of Trade, thus canceling the former action. At the same time Rock Island Eltr. A, also operated by the J. Rosenbaum Grain Co., was made regular.

Judge Bethea has dismissed the receiver for Fyfe, Manson & Co., and it is expected that L. H. Manson will resume business. Creditors will get 22 per cent in cash and 3 per cent in notes, being nearly \$40,000 on claims aggregating \$150,000.

The application of the Northwestern Road to use the Mississippi River basis of rates to Dixon, Ill., has called out a strong protest from the Chicago Commercial Ass'n, and the Trunk Line committee has referred the request to a sub-committee.

The petition of some of the receiving interests for a rule requiring the payment of 80 per cent of the value of consignments to country shippers has been adversely reported upon by the committee on rules, which is preparing a different plan.

W. J. Scott, who has represented the Invincible Grain Cleaner Co. at Chicago for a number of years, has accepted a position with Strong & Northway Mfg. Co., the Northwestern Agts. of the Invincible Co., and henceforth will make his headquarters at Minneapolis.

The land for the two turning basins in the Chicago River has been acquired by the federal government and work has been progressing since Mar. 9. The government engineers also report that the work of dredging the Calumet River to a depth of 22 ft. is progressing satisfactorily.

Board of Trade rules were upheld by Judge Mack recently in dissolving the temporary injunction granted L. G. Bostedo to restrain the Board from investigating charges against him, brought by John Hill, Jr., that Bostedo had dealings with a bucket-shop, the Cella Commission Co., of St. Louis.

In disbanding the Chicago Shippers' ass'n its members have become the nucleus of a transportation department of the Chicago Commercial Ass'n. H. C. Barlow, heretofore manager of the Shippers Ass'n, will be executive director of the Commercial Ass'n and in charge of the transportation department.

A favorable report on John Dickinson's application for membership has been made by the special committee of J. B. Adams, A. S. White and Jas. Creighton. The directors of the Board of Trade postponed action to have the application posted as for reinstatement, Mr. Dickinson having formerly been a member.

All the leading grain exchanges have been invited by Pres. Jackson of the Board of Trade to send delegates to a conference to consider raising the commission rate on grain. The committee to which the question was referred has reported that it would be unwise to advance the rates unless other exchanges joined.

The Board of Trade filed a creditor's bill in the federal court Nov. 7 against

Sidmon McHie, the Central Grain & Stock Exchange and the Hammond Eltr. Co. to recover an unsatisfied judgment for \$1,101, representing the costs of litigation in the fight against the use of Board of Trade quotations by bucket-shops.

A. L. Dewar and C. E. Yerkes have filed a bill in the circuit court asking that John P. Mackenzie be restrained from disposing of a certificate of membership in the Board of Trade. When Mackenzie's employment with the Great Western Cereal Co. was terminated Dewar made a contract with Mackenzie whereby the latter was to continue to have the use of his membership on payment of an annual rental of \$200.

The Illinois Central \$2 transit charge weighs heavily not only on the country shipper but on the Chicago consumer as well, since it eliminates competition in the purchase of grain originating on the I. C., the tax of one-fourth cent per bu. being charged back to the shipper unless the grain is handled thru one of the I. C.'s own eltrs., and grain handled elsewhere to Chicago consumers is also subject to the charge of \$2 per car.

To protect vessel owners against loss thru delay in discharging cargo at Buffalo a clause is being inserted in grain charters by D. Sullivan & Co., that after the ship has been in port 24 hours without being placed at an eltr. to unload it shall have the facilities of the port to dispose of it. This means that the boat can go to any public eltr. at Buffalo to unload the grain. The first charter of the kind was made Nov. 1 of the steamer E. M. Peck to the Armour Grain Co.

The appointment of a committee by the directors of the Board of Trade to set prices for track bids every night has been requested by a number of the smaller firms, many of whom send out track bids as well as handle consignments. At present each concern figures out for itself what to pay, and as the facilities for handling the business vary at different times, the bids likewise are in great variety. The eltr. men, when they choose to do so can outbid the small receiver a full one-half cent per bu.

The private wire houses have made a proposition to the directors of the Board of Trade for permission to employ clerks to operate telephones on the floor, paying the Board \$200 per year for each clerk, thus doing away with the employment of members, about 40 of whom would find their occupation gone. The private wire firms feel that the class of work performed by telephone operators does not warrant the payment of high salaries and the investment of \$3,000 in a membership. Claims are frequently made against memberships bot by employers for clerks, when the latter engage in unauthorized speculations. It is objected that the plan will throw a number of membership certificates on the market.

IDAHO.

Hayburn, Ida.—Smith Bros. are new in the grain and hay business.

Coeur d'Alene, Ida.—The Coeur d'Alene Feed & Cereal Mill has been established in this place by Dart & Potter, who intend to manufacture all kinds of feed, adding cereal rolls later on for manufacturing cereal food products. The mill is run by electricity—M. C. E.

ILLINOIS.

Monticello, Ill.—Williams & Slate have succeeded O. L. Williams.

Alexander, Ill.—E. S. Greenleaf & Co. have repaired and re-equipped their eltr.

Dwight, Ill.—Geo. L. Kern has sold his eltr. to Frank Supple, of Blooming-ton.

Orleans, Ill.—The Burrell Eng. & Const. Co. has completed the work on E. Beggs' 20,000-bu. eltr.

Island Grove, Ill.—The 20,000 bu. eltr. of E. Beggs has been completed and is ready for business.

Melvin, Ill.—Wm. Buchholz has been succeeded by Buchholz & Co., with which he has no connection.

Galva, Ill.—L. H. Valentine has purchased the eltr. of T. H. Kelly & Son and has taken possession.

Pleasant Hill, Ill.—Burrell Eng. & Const. Co. has finished work on the 15,000 bu. eltr. of Elmore & Lemmon.

Bruce, Ill.—W. H. Barnes & Co., of Neoga, have purchased, thru C. A. Burks, the eltr. of T. A. Bone, of Decatur.

Send your program suggestions for the Peoria meeting of the Ill. Grn. Dirs. Ass'n to Secy. Strong, Pontiac, NOW.

Sciota, Ill.—E. E. Sapp, the grain dealer, lost his general store by fire recently, and the eltr. of H. J. Wykle was scorched.

Middletown, Ill.—H. A. Binns has purchased some more land and is building corn cribs to take care of the new corn.

All of the traveling solicitors will be at Peoria 2d Tuesday of June, 1906, and the shippers will go there to enjoy their society.

Sullivan, Ill.—E. B. Fidler & Co. are building an eltr. at Kirk, a new town on the Wabash Ry. between Sullivan and Windsor.

Garrett, Ill.—Mr. Collins has succeeded Collins & Hopkins in the grain business. Mr. Hopkins will continue the hardware business.

Lake Fork, Ill.—F. W. Obermiller, of Mt. Pulaski, has purchased for \$5,000 a half interest in the eltr. of Louis Zelle, of Lincoln.

Arcola, Ill.—The plant of the Farmers Eltr. Co. has been leased for a term of 3 years to the National Eltr. Co., of Indianapolis, Ind.

Gibson City, Ill.—Geo. W. Walker, of Decatur, has purchased the 60,000-bu. eltr. of Phillips & Shively and took possession Nov. 1.

Mt. Zion, Ill.—W. S. Smith has purchased the eltr. which E. F. Drobish recently bot from J. C. Boyce. The sale was made thru C. A. Burks.

A 4-page leaflet giving the "gist" of 4 years' soil investigation of the Illinois wheat belt has just been issued by the University of Illinois, Urbana.

Papineau, Ill.—The R. F. Cummings Grain Co., of Clifton, is enlarging its eltr., of which O. H. Rosenberger is agt. An addition, 40x16x30 ft., is being built.

Burrowsville, Ill.—Duncan Bros., of Lintner, have purchased the eltr. of J. R. Howell, who will remove to Mississippi. The sale was made thru C. A. Burks.

Oneida, Ill.—Geo. S. Dole & Co. are improving their eltr. The building formerly used for horse power has been

moved away and the office moved up to and attached to the eltr.

Springfield, Ill.—The Bush Grain Co. incorporated, \$10,000 capital stock, to do a brokerage and commission business. Incorporators, Chas. D. Bush, Geo. A. Diehl and Arthur J. Williams.

Paris, Ill.—The eltrs. of Oscar S. Jones and the National Eltr. Co. are to be operated hereafter under the same management. They are located at Paris, Hume, Metcalf and Hildreth.

East Lynn, Ill.—Hopwood Bros. have founded a town, to be called Hopwood, on the Frisco cut off 4½ miles from East Lynn and are building a 50,000-bu. eltr. and will also conduct a bank.

Whitaker, Ill.—Burrell Engineering & Const. Co. has secured a contract from Taylor Bros., of Kankakee, for the erection of a 30,000-bu. eltr. This is a new station on the I. I. & M. R. R.

Yaeger Siding, Ill.—Taylor Bros. of Kankakee, Ill., have let the contract to Fred Friedline for the erection of a 20,000-bu. eltr. at this point, which is a new station on the I. I. & M. R. R.

Ontarioville, Ill.—The eltr. of H. W. Schnadt burned Oct. 31 with about 600 bus. of oats and several tons of coal, belonging to railroad. Loss, \$3,000; insured. The fire caught from a spark from a passing locomotive.

Bolivia, Ill.—The Bolivia Farmers Grain Co. incorporated, \$3,000 capital stock, to deal in grain, coal, lumber and agricultural implements. Incorporators, John S. Baker, W. H. Lee, W. L. Igou and Melvin Spangler.

Cooksville, Ill.—Hayward Bros. will build a 60,000-bu. eltr. This with the present house, a section of which has been taken down, will give them capacity for 120,000 bus. of grain. A screw conveyor will be installed.

Springfield, Ill.—C. B. Cole of Chester, A. J. Meek of Marissa and the Pinckneyville Milling Co., Pinckneyville, Ill., visited Governor Deneen recently to protest vigorously against the uneven inspection of grain at East St. Louis.

Champaign, Ill.—Harry P. Hitchens, representing a Kansas City firm, was arrested Nov. 1, together with J. C. Langley, defaulting cashier of the First National Bank of Mansfield, Ill. It is believed the shortage due to Langley's speculations will reach \$40,000.

Virden, Ill.—The Farmers Eltr. Co. incorporated, \$8,000 capital stock, to deal in farm products. Incorporators, H. A. Campbell, D. C. Van Eman and I. D. Filburn. The company contemplates building an eltr., altho Chaffin & Alderson have offered to sell their eltr. to the farmers.

INDIANA.

Cambria, Ind.—John R. Beech has succeeded Harvey A. Rice at Cambria and Frankfort.

Sweetser, Ind.—Baum & Co. will install a grain drier of about 2,000 bus. capacity per day.

Attica, Ind.—John T. Nixon has purchased the eltr. of M. J. Lee & Son and has taken possession.

Middlebury, Ind.—The Middlebury Grain Co. has completed its \$3,500 eltr. and has it in operation.

New Richmond, Ind.—The Union Eltr. which was operated by a co-operative

company has been sold by the receiver for \$15,125 to John T. Detchon.

Indianapolis, Ind.—Work on the new bldg. of the Board of Trade is to begin the first of the year and the structure is to be completed by October.

Muncie, Ind.—Jacob Wysor, of Wysor & Hibbits, died recently and the partnership affairs are being closed up by the remaining partner, W. Hibbits.

Indianapolis, Ind.—The Railroad Commission of Indiana has issued a pamphlet giving its opinion in the matter of rates on coal to the gas belt of Indiana.

Fairmount, Ind.—The Fairmount Grain Co. incorporated, \$5,000 capital stock, to deal in grain, flour, wood and coal. The directors are: Jesse J. Tyler, E. Elliott and Chas. T. Parker. The firm has purchased the eltr. of R. J. Beals and will handle grain and coal.

Indiana shippers shud file a complaint with the state railroad commission and induce it to establish and enforce a reciprocal demurrage rule. The state has a large crop to move and the railroads will need all of their cars for thru shipments. If you want cars when you need them make use of the commission NOW.

Geneva, Ind.—The Geneva Milling & Grain Co. has let the contract for the erection of a 20,000-bu. eltr. to be operated in connection with the milling property that has been taken over from the Geneva Milling Co. The old buildings will be remodeled and new machinery installed. The new building will cost about \$5,000. Rufus H. Miller is secy. and treas. of the company.

Indianapolis, Ind.—The McCordle Grain Co. has been organized by John W. McCordle and his son, Clyde McCordle, of New Richmond, and Jas. Hodge, of the United Grain Co., of Toledo. The 50,000-bu. transfer eltr. of the South Side Grain Co. has been purchased and the company will buy grain in the west, giving Indianapolis weights and inspection and ship east for export. The officers of the company are: J. W. McCordle, pres.; Jas. Hodge, vice-pres.; Clyde A. McCordle, secy. and treas.

LaCrosse, Ind.—S. D. Bailey, of Wana-tah, who operates the only eltr. at this station, enters the new corn season with a very peculiar condition handicapping his business. He can climb to the cupola and look out in any direction upon vast fields of corn yet ungathered. Yet when he asks farmers regarding how much corn they will have to market he is blandly informed that it is all sold. It seems that some shrewd (?) track buyer, ignoring the established rights of the eltr. owner, went around him and contracted all the grain, hence with Mr. Bailey it is a case of Corn, Corn Everywhere and not a bushel for sale.

INDIAN TERRITORY.

Broken Arrow, I. T.—The eltr. for the Stevens-Scott Grain Co. has been completed.

IOWA.

Anderson, Ia.—Thos. Hutchinson is remodeling and improving his eltr.

Jesup, Ia.—E. Parker & Son have purchased for \$600 the eltr. of Mr. Bricek.

Turner, Ia.—I. L. Patton & Co., of Newton, have leased the eltr. of Turner Bros.

Gowrie, Ia.—P. J. Harvey intends tear-

ing down his present eltr. and rebuilding on the site.

Ventura, Ia.—The Farmers Eltr. Co. has purchased the eltr. of the Loomis-Johnson-Lee Co.

Council Bluffs, Ia.—Work will soon be commenced on the eltr. for the Cooper-Von Dorn Eltr. Co.

Have your farmer patrons carefully selected good seed corn for next year's planting? Ask them?

Garner, Ia.—The Farmers Co-operative Co. has secured a site from the C., M. & St. P. Ry. for an eltr. and coal and lumber sheds.

Manning, Ia.—The J. Ohde Grain Co. has bot out the Manning Mercantile Co. The new company is composed of part of the old owners.—L. D.

Sloan, Ia.—The Farmers Cereal Co. has let the contract for the erection of its eltr. and brick engine house to the Younglove Construction Co.

Davenport, Ia.—E. H. Bailey was caught in a revolving shaft at the Stuhr Eltr. Oct. 23 and received injuries from which he died later in the day.

Palmer, Ia.—The Farmers Eltr. Co. has purchased the eltr. of the Wheeler Grain & Coal Co. and will take possession about Nov. 15. Thos. Philson is mgr.

Hornick, Ia.—The Terwilliger & Dwight Co., of Sioux City, has completed the eltr., which replaces the small old building which was torn down.—L. D.

Loveland, Ia.—Bailey & Hutchinson expect to begin active operations at their plant about Nov. 10. They purchased the Perkins mill and eltr. and have been repairing the plant.

Salix, Ia.—M. W. Small has purchased the interest of Mr. Huntley in the eltr. and business of Huntley & Pepin and the business will be continued under the firm name of Pepin & Small.

Sergeant Bluff, Ia.—Work has been commenced on the 25,000-bu. eltr. for the Trans-Mississippi Grain Co., which is being built to replace the smaller one recently torn down. Two improved Hall Distributors will be installed.

Anthon, Ia.—The Westbrook-Gibbons Grain Co. has purchased the eltr. of Wm. Hayton. W. P. Manning, formerly agt. for the Westbrook-Gibbons Grain Co. at Smithland, has been transferred to Anthon to take charge of the eltr.

The Agricultural College at Ames has done the entire state an invaluable service in promoting the cause of intelligent agriculture and increased the wealth producing capacity of its farms thru the medium of its excellent work. The college merits more substantial encouragement from the state and if the grain dealers of the state are alive to their own business interests they will see that the next legislature gives all the college ask.

Council Bluffs, Ia.—The contract for the erection of the eltr. for the Rock Island Ry. Co. has been awarded and is expected to be completed by Dec. 1. It will cost about \$4,000 and will be equipped with the latest improved machinery for the transfer of grain. Two hopper scales will be installed with capacity for weighing a carload of grain, and covered sheds will be built with sufficient trackage to side track 4 cars and it is estimated that 1 car of grain can be transferred every 9 minutes. The house is to be located on the site which the Cooper-Von Dorn Eltr.

Co. desired for the erection of its eltr., but who are now said to be negotiating with the Illinois Central Ry. for a site.

KANSAS.

Studley, Kan.—Mr. Davis is building an eltr.

Conway, Kan.—The Parker Eltr. is being remodeled.

Americus, Kan.—F. B. Quimby is doing a scoop shovel business.

Herndon, Kan.—S. H. Hudeburgh contemplates building a 20,000-bu. eltr.

Junction City, Kan.—The Hogan Milling Co. is building an eltr. and mill.

La Harpe, Kan.—S. S. Forney is located at this station and not at Iola.

Wamego, Kan.—Frank Short has bot out and succeeded C. M. Wilkinson.

Doster, Kan.—The 10,000-bu. eltr. for the Border Queen Milling Co. has been completed.

Newton, Kan.—The 35,000-bu. steel storage tank for the Eagle Milling Co. has been completed.

Nekoma, Kan.—The Farmers Grain & Live Stock Ass'n has let the contract for the erection of a 6,000-bu. eltr.

Concordia, Kan.—The eltr. for the Cloud County Grain Co. has been completed and is now in operation.

Geuda Springs, Kan.—Nelson & Tipler will rebuild at once their eltr. which burned Oct. 12. The foundation has been begun.

Wilson, Kan.—The Morrison Grain Co. has leased, for a term of years, the eltrs. of J. H. Claussen at Wilson, Dorrance and Lucas.

Topeka, Kan.—The state railroad commissioners have set the hearing of the grain rate case worked up by Atty. Carr Taylor for Nov. 15.

Kingman, Kan.—The Stevens-Scott Grain Co., of Wichita, has purchased the eltrs. of the Vilott Grain Co. at Kingman and Cleveland.

Bloomington, Kan.—Mr. Page, of Page Bros., recently slipped into one of the bins in the eltr. and fell across one of the tie rods, receiving injuries from which he died the next day.

Stockton, Kan.—The Baker-Crowell Grain Co. has sent a check for \$25 to the local fire department for saving its eltr. Oct. 26, when the plant of the Stockton Milling Co. burned.

Osage City, Kan.—The Osage City Grain & Eltr. Co. has completed the remodeling of its eltr. and has installed a Cornwall Corn Cleaner and U. S. Sheller. An addition has been built to the eltr.

Caldwell, Kan.—John J. Reese and D. W. Wiley are no longer in the grain business. The former has removed to Chickasha, Okla., and the latter is mgr. here for the Border Queen Milling Co.

Osage City, Kan.—The improvements on the eltr. of the Osage City Grain & Eltr. Co. have been completed. The house has been raised several feet and a large cleaning room put in, in which is installed a cleaner which has capacity for 700 bus. per hour.

Nickerson, Kan.—The repairs have been completed on the eltr. of the Nickerson Grain & Feed Co., which was recently purchased by W. T. Hair, mgr. for the company, from Fair & Shaak. A 10-h. p.

gasoline engine has been installed to replace the old steam engine.

Valeda, Kan.—The eltr. of Lowry & Martin, operated as the Valeda Eltr. Co., burned recently with about 5,000 bus. of oats and wheat, mostly oats which the company was holding for seed. The cause of the fire is not known as the eltr. had not been running during the day. The loss is total.

KENTUCKY.

Louisville, Ky.—The Central Hay & Grain Co. incorporated, \$7,500 capital stock. Incorporators, Jas. S. Minary, Wm. M. Harrison and T. H. Minary.

Frankfort, Ky.—The Kentucky Railroad Commission will meet Nov. 13 to hear the general complaint of shippers against the railroads for discrimination in freight rates.

Hopkinsville, Ky.—The Pembroke Warehouse Co. incorporated, \$10,000 capital stock, to build and operate eltrs. and warehouses for the storing and handling of grain, tobacco and other commodities. Incorporators, Jeff I. Garrott, Wm. Wilson, E. B. Ledford, W. H. Jones and W. R. Dudley and other farmers.

Lexington, Ky.—The 20,000-bu. eltr. for L. J. Orr has been completed and is now in operation. The building is 4 stories high, and consists of 8 bins, each having capacity for 2,500 bus. Two electric motors have been installed, one having 10 h. p. and the other 20 h. p. From the time the grain is taken into the eltr. it never stops until it is cleaned, weighed and stored in bin. The building is equipped with its own water supply, having a 11-barrel steel tank on the top floor which gives good pressure all over the eltr.

LOUISIANA.

New Orleans, La.—Secy. Fred Muller of the Board of Trade visited Little Rock, Ark., as guest of the Little Rock Board of Trade at the luncheon given Pres. Roosevelt.

Belle Alliance, La.—The Goyer Alliance Refining Co. has a new fire proof grain storage plant in connection with its glucose plant, which was designed and erected by L. P. Saenger. A 5 story wood working tower is adjoined by two steel tanks of 50,000 bus. each.

New Orleans, La.—The grain exports from New Orleans during Oct. were 296,000 bus. of wheat, 216,180 bus. of corn and 150,224 bus. of oats; compared with no wheat, 64,252 bus. of corn and 8,840 bus. of oats for Oct., 1904, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—Our system of handling rice in our New Orleans eltr. has proven a great success, and I am a firm believer in the eltr. idea. Other grains are handled exclusively in that manner, and why not rice also? We can handle 9,000 sacks of rough rice per day in our eltr. with only six men, whereas it requires a crew of fifteen to twenty men to receive and handle 2,500 to 3,000 sacks per day at other mills. The saving on labor alone is immense, and we may decide to equip our mill at Crowley with an eltr. I do not think it will be many years before practically all the Crowley mills are similarly equipped.—Henry Kahn, pres. National Rice Milling Co.

MARYLAND.

Baltimore, Md.—Chas. England & Co. have removed from their temporary office to offices in the new Chamber of Commerce building.

Baltimore, Md.—Richards & Hammond, a new grain receiving and shipping firm, commenced business Nov. 1. E. F. Richards of the firm was formerly secy. and treas. for the Smith-Gambrill Co., and the junior partner is Harry M. Hammond.

Baltimore, Md.—The new Chamber of Commerce bldg. is practically complete, and many grain firms have taken possession of their quarters. Arrangements are being made to give a banquet to celebrate the removal of the Chamber from the temporary quarters in the Masonic Temple to the new bldg.

Baltimore, Md.—In the fire of Feb. 7, 1904, the warehouse of the Wm. Hopps Grain & Hay Co. was destroyed, and the large quantity of grain contained therein is still burning, nearly two years after the conflagration. When workmen removed the ruins of the building Nov. 2 flames burst out in several places.

Baltimore, Md.—The directors of the Chamber of Commerce at a special meeting Oct. 24 appointed Daniel D. Thomas first asst. inspector of grain, to succeed the late C. J. Grumline. J. C. Gimpel and J. L. Gates have been appointed apprentices in the grain inspection dept.; and C. M. Rollings as sampler and asst. inspector of hay.

MICHIGAN.

Auburn, Mich.—The R. G. Noble Co. has purchased the eltr. of C. A. Kern.

Munith, Mich.—Olks Bros. are reported to have purchased the eltr. of A. McCloy.

Reese, Mich.—Bean cleaning machinery has been installed by the Reese Milling Co.

Howard City, Mich.—The bean eltr. for the J. W. Neumann Co. has been completed.

Bennington, Mich.—Chas. Snyder & Son have purchased the interest of E. E. Leland in the eltr.

Oakley, Mich.—A. L. Nichols, of Owosso, has purchased the local flouring mill and will remodel it into a grain and bean eltr.

Gladwin, Mich.—The warehouse of Al House burned Oct. 19 with a quantity of grain, hay, feed and farm produce. Loss, \$7,000; no insurance.

Durand, Mich.—The American Shippers Ass'n has been organized here to assist shippers in contesting the payment of unjust car service charges.

Lenox, Mich.—J. A. Heath states that the inability of the railroads to supply cars enuf is greatly hampering shipment of grain and flour, and that several eltrs. have been closed because all the space was filled.

Owosso, Mich.—Hankins Bros., of Elsie, who had made a bargain for the purchase of H. N. Ainsworth's eltr. and were to have taken possession Nov. 1, as stated in the Journal Oct. 10, failed to take the plant Nov. 2.

Detroit, Mich.—Henry C. Dupuis has been appointed superintendent of the terminal eltr. of the Detroit Railroad Eltr. Co. to succeed David S. Beals, who died Oct. 15. Mr. Dupuis has been foreman of the eltr. for some time.

Detroit, Mich.—The Fraser Trading

Co. incorporated, \$10,000 capital stock, to buy and sell grain, etc. Incorporators, Chas. H., Mrs. C. H. and Maud Fraser, Frank Fraser, of New Prague, Minn., and Chas. C. Fraser, of Chicago.

Richland, Mich.—The eltr. of Knappen & Hogg burned Oct. 25 with 12,000 bus. of grain. The fire was caused by a spark from a passing locomotive. The eltr. had recently been remodeled and a new gasoline engine, cleaners, shellers and 2 large feed grinders installed. Loss, \$15,000 to \$20,000; insurance, \$6,000.

MINNEAPOLIS.

A car of oats containing fully 2,830 bus. recently was received from a shipper at Inwood, Ia.

Six steel tanks of about 50,000 bus. capacity each are being built for the Albert Dickinson Co., by Wm. Graver Tank Works.

E. L. Phelps & Co. will build a 32x36x75 ft. eltr., which will cost \$7,500. The building will be covered with corrugated iron. The H. G. Bushnell Co. has the contract.

The J. H. Kennedy Co. incorporated, \$25,000 capital stock, to deal in hay, grain and potatoes. B. J. Howland, pres. and treas., J. H. Kennedy, vice-pres., and M. H. Moody, secy.

The annual report of the Chamber of Commerce shows a reduction of the indebtedness of the Chamber by about \$70,000. The proposition, approved by the directors, to raise the transfer fee on memberships from \$15 to \$100 was defeated by a vote of 148 to 135.

The new leases submitted by the Great Northern Railroad to the operators of grain eltrs., along its right of way, have many clauses that are very objectionable to the grain men. The entire responsibility for loss by fire is placed on the tenant. On failure to remove the buildings when ordered by the company the buildings are to become the property of the railroad. Agents of the railroad have the right to inspect the handling of the grain, and the books and accounts.

MINNEAPOLIS LETTER.

The stock of barley in Minneapolis has risen over the one million bu. mark and the most of it is good malting barley, yet to be sold. There are 4½ million bus. of oats in store here.

On Nov. 7, election day in Illinois and the Chicago board of trade being closed, business was so dull in Minneapolis that the traders, for want of something to do, had the smoke rule suspended.

Mr. McMillan of the Osborn-McMillan Co. was elected vice-pres., succeeding P. B. Smith. His election created a vacancy upon the board of directors and the same was filled by the election of Mr. Hallett. Mr. Hallett bought the cigars Nov. 8.

The trade is having more or less trouble in getting the shippers in the country accustomed to the new inspection rules on rye that went into effect on Sept. 1st in respect to the dockage. The country does not understand that the state makes a dockage now on rye the same as on wheat.

The railroad ass'n intends to fix a rule requiring the different grain firms to furnish bonds to insure payment of freight bills. In comment on this, one of the railroad agts. stated that he could not see the necessity of this measure. No failures ever occur in the cash grain element

and according to his experience the commission houses are all very eager to pay the freight bills as soon as the cars are unloaded, in order to hasten their returns to the shipper in the country, and that it happens very frequently that the commission firms call his office up on the telephone and request their bills, if they are not presented promptly. So, under these conditions, a bond is entirely uncalled for.

The Farmers Exchange has brought suit against E. L. Welch & Co. to recover \$14,000. It appears that the Farmers Exchange, not being members of the Chamber of Commerce, turned its grain over to Alex. McKinnon to sell. It will be remembered that McKinnon was expelled from the board on account of irregularities. McKinnon in turn delegated E. L. Welch & Co. to sell the grain on the floor of the chamber. McKinnon had been speculating heavily thru Welch & Co. and lost considerable money.

Plaintiff received no accounting from McKinnon on grain turned over to him and claims that the money is still in possession of Welch & Co., who has credited McKinnon's speculative account with it. Messrs. Welch & Co. state that they have made full accounting to McKinnon and the case promises to be an interesting one. The attorneys for the Farmers Exchange seem to be confident of success and are apparently trying to establish the liability of E. L. Welch & Co. as agents to the undisclosed principals.—Minn.

MINNESOTA.

Wabasha, Minn.—The R. E. Jones Co. is building an eltr. at Theilman.

Henderson, Minn.—The Lampert Lumbar Co. will build a large eltr.

Hector, Minn.—P. Johnson has taken charge of the eltr. for the Columbia Eltr. Co.

Hastings, Minn.—F. H. Schriber, of St. Paul, has purchased for \$10,000 the eltr. of D. L. Thompson.

Hayfield, Minn.—The Northland Eltr. Co. has opened its eltr. at Oslo for the season with A. Torkelson as agt.

Willmar, Minn.—O. K. Severinsson has succeeded Edw. Johnson in charge of the eltr. for the Northwestern Eltr. Co.

Marietta, Minn.—F. P. Seger has purchased the interest of Messrs. Hecker and Huebner in the Marietta Grain Co.

Clara City, Minn.—The eltr. for the Willmar Milling Co. has been about completed and Chris Thom has been placed in charge.

The Edwards-Wood Co., of Minneapolis, has closed its bucketshops at Winona, Red Wing, Lake City and Wabash, Minn., and Prairie du Chien and La Crosse, Wis.

Graceville, Minn.—Edw. Johnson, formerly mgr. for the Northwestern Eltr. Co. at Willmar, has been transferred to this station where he has taken charge of the eltr. for the same company.

Duluth, Minn.—The Dakota Eltr. Co. has brot suit against the Northern Pacific Railroad Co. to recover \$236, the value of 11,912 pounds of flaxseed lost in transit. The car was loaded with 54,992 pounds of seed Jan. 12, 1903, at New Rockford, N. D.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. believes that free delivery means delivery at the place of consignment without extra charge for switching, and has complained to the state railroad commission against the Milwaukee Road which

charges \$1.50 per car for switching cars of hay from the state scales to the Great Western tracks. The Commission has taken the case under advisement.

MISSOURI.

Kansas City, Mo.—The Nelson Grain Co. has increased its capital stock from \$15,000 to \$30,000.

Kansas City, Mo.—Amos Thorstenberg, formerly of Lindsborg, Kan., is now connected with the Thorstenberg Grain Co. here.

Kansas City, Mo.—The Guardian Trust Co. has proposed to enlarge the building occupied by the Board of Trade to meet the demands of the grain men.

Kansas City, Mo.—Carrington Patton & Co., have installed a Radial Car Puller, recently designed by Fred Friedline, in their Rock Island eltr.

Kansas City, Mo.—The Burlington Road has let the contract to the Barnett & Record Co. for a 500,000-bu. grain eltr., power plant and grain drier to be erected at Harlem.

Triplet, Mo.—Rankin, Whitham & Co. are building a 35,000-bu. eltr. on the Wabash at the new town of Whitham at the intersection of the Santa Fe and the Wabash. Expect to be able to ship corn by Dec. 1.

St. Joseph, Mo.—W. H. Harroun was convicted of forgery of bills of lading on Oct. 27 and sentenced to 5 years in prison. On Oct. 27 his attorneys filed a motion for a new trial.

Chillicothe, Mo.—The corn eltr. and feed mill of Jackson & Gumby burned Nov. 5. Loss not estimated, but it is that the insurance of \$10,000 will fully cover it. The fire is supposed to have started in slack coal.

Kansas City, Mo.—Herbert S. Hadley, atty. gen. of Missouri, has brot suit in the supreme court at Jefferson City to compel the Board of Trade to recognize the weighmen who have recently been introduced by the Missouri Railroad & Warehouse Commissioners at the eltrs.

Kansas City, Mo.—The Rock Island Road has notified shippers that it will not allow elevation charges on wheat or corn ordered to the road for shipment or out of eltrs. in Kansas City, when destined to the Gulf ports for export. Cars given the road on this basis will be subject to transfer at Fort Worth when destined to Galveston or at St. Louis when destined New Orleans or Mobile.

St. Louis, Mo.—By agreement of the Illinois and Missouri State Boards of Railroad & Warehouse Commissioners the inspection of grain on both sides of the river will be made to conform to the same standard, according to type samples of the different grades which have been prepared jointly by the grain inspection departments of the 2 states. This very desirable end was accomplished after several conferences between the grain committee of the Merchants Exchange and the grain inspectors and members of the Warehouse Commissions. The uniform grading went into effect almost immediately, Nov. 1.

St. Louis, Mo.—Pres. Teichmann of the Merchants Exchange appointed a committee composed of Thos. B. Teasdale, Marshall Hall, E. L. Waggoner, E. F. Catlin and A. F. Versen to visit Chicago to confer with the traffic officials of the western roads on the matter of having grain rates based on the Mississippi River in-

stead of the Missouri River. Under the present arrangement the rate from Omaha to New Orleans is 16½¢ on wheat, while the rate from Omaha to St. Louis is 8¢ and from St. Louis to New Orleans 10¢. The Mobile & Ohio and the Louisville & Nashville Roads being absent from the conference prevented the adjustment of the rate as desired and another conference will be held.

St. Louis, Mo.—At the conference of grain shippers of the southeastern gateways with the railroads recently three reports were submitted by the delegates, and the railroads took the position that there was consequently no basis for rate adjustment. The conference was adjourned sine die upon the initiative of Louisville. The majority report of the committee appointed by those present expressed the opinion of five cities, recommended discontinuance of the present shrinkage system, the refunding of bridge tolls and a reduction of the rates from Louisville and Cincinnati on Southeastern and Carolina shipments to 1 cent per 100 pounds below the rate from Cairo. The Louisville report recommended the maintenance of the present shrinkage system and an increase in the maximum of shrinkage of 3 cents per 100 pounds on shipments from Illinois points through the St. Louis gateway. The Cincinnati report indorsed the Louisville report, but favored the specification of details by the railroads. The grain shippers who submitted the majority report alleged after adjournment that the Southern Railway was opposed to any change in present methods and that this company was responsible more than any other for the failure to agree. St. Louis, Cairo and Memphis shippers were especially emphatic in this declaration, and they asserted that they will tender their report to the Interstate Commerce Commission and earnestly request an arbitral decision at as early a date as possible.—W. H.

MONTANA.

Red Lodge, Mont.—L. O. Caswell will build an eltr.

NEBRASKA.

Milligan, Neb.—F. J. Bahr is building an addition to his eltr.

Curtis, Neb.—The eltr. for Hagadorn & Son has been completed.

Denton, Neb.—Work has been commenced on an eltr. for H. F. Austin.

Loomis, Neb.—H. O. Barber & Sons are increasing the capacity of their eltr.

Creighton, Neb.—The Urdike Grain Co. is putting a new foundation under its eltr.

Morsebluff, Neb.—J. E. Dorsey & Co. will install 2 improved Hall Distributors in their eltr.

Bennet, Neb.—Holger Hansen, of Campbell, has taken charge of the eltr. for the Duff Grain Co.

Auburn, Neb.—The Auburn Grain Co., a farmers company, has purchased the eltr. of L. L. Coryell.

Elgin, Neb.—The eltr. of W. F. Hammond & Co. was struck by lightning recently, but not badly damaged.

Platte Center, Neb.—The Trans-Mississippi Grain Co. has purchased the 15,000-bu. eltr. of Ed. Van Allen.

Greeley, Neb.—The Greeley Grain & Live Stock Co. has been incorporated. Incorporators, T. W. Auld and E. D. Gould. Kearney, Neb.—The Westbrook-Gibbons

Grain Co. has installed an improved Hall Distributor in its eltr. at Glenwood Park.

Madison, Neb.—Thos. Malone & Son are building a 20,000-bu. cribbed eltr. at Enola. It is expected to be completed by Nov. 15.

Wahoo, Neb.—The Ewart-Wilkinson Grain Co. has made the bins in its local eltr. rat and fire proof, and the entire building will be sheathed.

Fremont, Neb.—The McCaull-Webster Eltr. Co., of Minneapolis, has started work on a 20,000-bu. eltr. at this point. The company will also build coal sheds.

Aurora, Neb.—The city council has passed an ordinance prohibiting the operation of bucket-shops. The two bucket-shops that have been running in Aurora were closed recently.

Creston, Neb.—The Trans-Mississippi Grain Co. has purchased the eltrs. of J. A. Connor at Creston and Leigh and has taken possession. Wilbur Simonton has been placed in charge at Creston. The eltr. at this point has capacity for 25,000 bus. and the house at Leigh for 15,000 bus.

NEBRASKA LETTER.

Austin.—The Omaha Eltr. Co., of Omaha, is building an eltr.

Pickrell.—The Omaha Eltr. Co. has purchased the eltr. of G. W. Warner.

Violet.—Cooper & Linn, of Humboldt, have purchased the eltr. of Thos. Cochran.

Cambridge.—Cooper & Linn, of Humboldt, have purchased the eltr. of J. Rosenfeldt & Son.

Friend.—E. G. Scoville, formerly in the grain business at Stoddard, has purchased the eltr. of A. C. White.

Beatrice.—G. W. Warner, formerly at Pickrell, has leased the eltr. of the Omaha Eltr. Co., which was formerly owned by the Local Grain Co.

Humboldt.—Mrs. O. A. Cooper, wife of O. A. Cooper, died recently after 7 weeks of terrible suffering, from burns caused by the explosion of gasoline.

Omaha.—The Merriam & Holmquist Eltr. Co., which has had offices at their eltr. located at 17th and Nicholas Streets, has moved into the Board of Trade Building. This will make it much more convenient for looking after all their interests, as much time was necessarily spent on the Exchange, and much time was lost in going from their offices to the Board of Trade, as their former offices were some distance from the business center.

Omaha.—The Nov. 1 report issued by Sec. Merchant, of the Omaha Grain Exchange, shows that Omaha, as a grain market, is two and a half times as large as last year. The total grain receipts from January 1, 1905, to October 31, 1905, were 25,443,500 bus., as compared with 10,810,700 bus. for the same time last year; 27,570,200 bus. has been shipped out, as against 11,413,050 bus. last year. The growth is due mostly to the large increase in corn receipts, which amounted to over 10,000,000 bus. of the entire 14,000,000 bus. increase over last year.

OMAHA GRAIN EXCHANGE HAS A "PIG" BANQUET.

This is a "pig" banquet, not a "hog" banquet. There is a difference; hogs have been said to be found in all grain exchanges. Pigs are more uncommon. This was once a real live, four-legged pig,

which on the evening of Nov. 3 lay roasted and stuffed on the banquet table in the Commercial Club, around which was gathered about forty active members of the Omaha Grain Exchange, with a few of their outside friends.

It was discovered one day that this self same "pig" was being fattened by Rudolph Beal from samples which he took with him when he left the exchange floor. As soon as this information leaked out there arose cries for a barbecue, with Mr. Beal's pig as central figure. To show he was "game" he agreed to sacrifice his porker if the rest of the crowd would furnish the "fixins." The proverbial thirst of the grain men broke out anew at mention of "fixins," and they immediately appointed a committee, composed of W. S. Dexter, E. C. Twamley and G. E. Barnes, to make arrangements for the affair.

An old-fashioned out-of-doors barbecue being out of the question at this time of the year, it was decided to hold it in the dining room of the Commercial Club. All arrangements were completed, and at 6:30 o'clock, Nov. 3, the company sat down to a sumptuous feast with the roast pig occupying principal place on the menu. After a seven-course dinner had been served, A. H. Bewsher, who had been selected to act as toastmaster, no doubt because of his natural timidity when it comes to talking, called on various members present to respond to toasts.

A. B. Jaquith explained the cause of "The Occasion." Floyd J. Campbell showed that he should have been an orator by toasting "The Omaha Grain Exchange." Mr. Campbell, we understand, neglected his business for the preceding two weeks preparing for this speech. Other toasts responded to were "The Railroads," by F. S. Cowgill; "The Private Wire," by J. E. VonDorn; "The Buyer," Nathan Merriam; "The Terminal Elevator," N. B. Updike; "The Receiver," E. C. Twamley, and last and most important, "What I Know about Raising Pigs," by Mr. Beal. That he knew a good deal, the guests could no doubt testify since having tasted the one that night prepared. The only fellow who refused to make a speech was Frank Hollinger, who was to have spoken on "Options." Whether his tongue was unmanageable is a matter of conjecture.

Judging from the comments of those in attendance, the affair was a grand success, due in a great measure to the efforts of W. S. Dexter, who was a tireless worker, and may be the cause of many more in the future. In fact, we understand that Mr. Beal began the next morning on a new "pig," and promises to have it ready in ninety days.—E. C.

NEW ENGLAND.

Boston, Mass.—Frank E. Knight is now associated with J. H. Cressey & Co.

NEW JERSEY.

Weehawken, N. J.—The large eltrs. of the N. Y. C. Ry. had a narrow escape from damage by a fire which destroyed the frame building situated between the 2 eltrs., which is used by the government grain inspectors. Only the prompt action of several tugs saved the eltrs. Loss, \$200.

NEW YORK.

Buffalo, N. Y.—Lighter arrivals of grain have reduced the quantity afloat to about 600,000 bus. on Nov. 8.

Buffalo, N. Y.—The steamer Rappahannock arrived recently with a large part of its wheat cargo wet, and the underwriters claim the damage is the fault of the boat.

New York, N. Y.—A meeting of transportation interests was held Oct. 26 at the Produce Exchange to consider again what could be done to relieve the grain blockade, the roads having apparently relaxed their former efforts to obviate delays.

Buffalo, N. Y., Oct. 31.—Deputy Sheriff Wright today seized a car of grain in the Wabash Railroad yards at Black Rock in the action of Rockwell & Company against Orphus W. Bishop, a grain forwarder of Williamsport, Ind. Rockwell & Co. are suing for \$838.25, claiming that Bishop forwarded 5 cars of grain supposed to have contained 7,650 bushels, but which only had 3,414 bushels. [In regard to these five cars Mr. Bishop writes, under date of Nov. 8: "I purchased 5 cars of oats of the grain dealer at Marshfield and sold these same 5 cars oats to Rockwell & Co., of Buffalo. Never saw these oats and do not know how many were loaded in each car as have not got returns from them yet."]

BUFFALO LETTER.

Some use of the New York plan of holding contract grain here this fall is being made. At one time there was about 140,000 bus. here and there is some 60,000 bus. here now.

A pretty good lot of new corn is coming in now by rail, but the inspectors do not give it a very good name, often refusing to give a great part of it any grade at all. Too much water in it is the general report.

Chief Grain Inspector Shanahan studies the inspection war at the other end of Lake Superior grimly, but keeps his own counsel, appearing to be as fully convinced as ever that the new inspection will win in the end.

Eltrs. can get all the storage grain they want, but must not fill up too much now, for that would interfere with the handling of grain in transit, so that the measured capacity of the eltrs. is very much more than the actual capacity.

The railroads tried to protect themselves too much by announcing that they would only take grain subject to delay, with a possible extra charge of a cent a bushel to the seaboard, and this frightened shippers, who held back as much as they could.

Bad weather interferes with lake business, but not much with rail, so the eltr. situation is much easier than it was and it may not be very distressing again. At one time 3,600,000 bus. of grain, largely wheat, was afloat here, but there is scarcely a third of that amount now.

The expectation of grain to handle that was cheap and plenty, thus making a pleasing contrast with the trade of the past year or two, has been anything but realized. Winter wheat may be plenty in the west, but it is not on sale here much more than it has been during the past two years, often not selling enough to make a quotation from day to day.

The state of things has now pushed canal freights up to 5 cents on wheat to New York, as the canal route is now cheaper and also surer than rail. If the canal fleet had not been reduced to a small fraction of what it was 20 years ago the situation would be easy. It is since the canal fleet began to dwindle that the grain blockades have flourished here.

It is pleasant to learn that the long-deferred understanding between the Chamber of Commerce and the Corn Exchange is about made up, as a failure to make the most of their common interests would probably cause a split that would at least weaken the former body. It was the demands of the Corn Exchange that brought up the plan to enlarge the building.

With two new eltrs. under way, the new Ontario and the barley eltr. of the American Malting Co., this harbor will again be on the upturn in capacity of that sort. It used to be the rule for at least one wooden eltr. to burn every year, but none have been lost in that way in some years now. The change of front, especially the practical absorbing of the eltr. charges by the roads, has made the business very much less profitable than it used to be.

The great catch on the part of the vessel is to get a cargo of Canadian export wheat to lay up with here. Rates are higher than they have been in a long time. They early went to 5 cents and are now about 6½ cents to hold. A broker states that he expects to get something more than that at the close of the season. The temptation to go to Fort William at the very last moment is so great that if some of the boats do not get frozen in on the way or "hung up" there it will be lucky.

The anomaly of State winter wheat selling at 80 cents, with No. 2 red from the west bringing 90 and No. 1 northern from Duluth a fraction still higher, continues. It shows how speculation has tied up the crop and cut business, off from a market like this, which does not trade in futures, and at the same time it affords the State millers a chance of taking their home wheat and turning it into flour that costs them so much less than western costs that they can command their own market.—J. C.

NORTH DAKOTA.

Hebron, N. D.—Schwigert & Co. are building an eltr.

Kramer, N. D.—Cameron Bros. & Melby will build an eltr.

Linton, N. D.—The Taylor Eltr. Co. is building an eltr.

Calio, N. D.—The Atlantic Eltr. Co. is building an eltr.

Upham, N. D.—The Farmers Eltr. Co. will build a 30,000-bu. eltr.

Langdon, N. D.—The eltr. for Boyd & Holland has been completed.

Glen Ullin, N. D.—The eltr. for Doyle & Fischer has been completed.

Des Lacs, N. D.—The St. Anthony & Dakota Eltr. Co. is building an eltr.

Godkin, N. D.—The eltr., to be operated by Martin, Sims & Co., has been completed.

Fairdale, N. D.—The Woodworth Eltr. Co. and the Northland Eltr. Co. are building eltrs. here.

Napoleon, N. D.—The eltr. for Mer-

rick & Sheeler has been completed and is receiving grain.

Lisbon, N. D.—The 25,000-bu. addition to the eltr. of the Sorenson Milling Co. has been completed.

Lansford, N. D.—H. W. Willis has purchased the eltr. of the Jenkins Eltr. Co. and will operate it.

Dickey, N. D.—J. J. Monek, of Spiritwood, has succeeded E. M. Morris as mgr. for Andrews & Gage.

Hope, N. D.—McGee & Smith have been granted a site on the G. N. Ry. and expect to build an eltr. next year.

Fessenden, N. D.—C. D. Pals, agt. for the Cargill-Robb Eltr. Co., has been transferred to Fessenden from Kenmare.

Garrison, N. D.—The Mandan Mercantile Co. is building an eltr. O. F. McGray and D. P. Robinson are building an eltr.

Spiritwood, N. D.—The McHugh-Christensen Co. has bid in for \$6,391.10 the eltr. property of the Farmers Eltr. Co., which failed.

Bartlett, N. D.—The 25,000-bu. eltr. of the Minneapolis & Northern Eltr. Co. burned recently with 20,000 bus. of wheat. Plans have been made to build at once a 40,000-bu. eltr. to replace it.

Rugby, N. D.—Think there will be about 1,100,000 bus. of grain marketed here this year. A side track is being put in to the eltr. of the North Dakota Horse & Cattle Co.—H. Heffen, agt. Imperial Eltr. Co.

St. Thomas, N. D.—Bert Dunn will have charge of the eltr. which Wm. Leistikow recently leased from the O'Connor Eltr. Co. Daniel O'Connor, of the O'Connor Eltr. Co., will spend the winter in California.

Souris, N. D.—Souris has an eltr. capacity of 265,000 bus., or 7-8 eltrs, and every one of them is full, leaving the grain business at a standstill. The Great Northern Ry. is unable to move the grain because of scarcity of cars.—X. X.

Starkweather, N. D.—The Prairie Eltr. Co. has completed an eltr. at Hansboro, the northern terminus of the new extension of the Farmers Grain & Shipping Co., which is located on the international line. Cronet Nelson, who has been agt. for the Prairie Eltr. Co. at Parkers Prairie, Minn., has been transferred to Hansboro to take charge of the company's house there.

Berthold, N. D.—The Berthold Farmers Eltr. Co. has purchased the eltr. of the Anchor Grain Co. and has secured G. H. Cross, formerly with the Peavey Eltr. Co. at Superior, to take charge for the company. The eltr. has a capacity of from 35,000 to 40,000 bus. John Taylor is building a 35,000-bu. eltr. and the St. Anthony & Dakota Eltr. Co. is also building a 35,000-bu. eltr.

McCumber, N. D.—The statement made in the last number that the building of the National Eltr. Co. gave way recently and spilled a large quantity of grain on the adjacent tracks was an error. The spilling of grain was caused by carelessness of the operator in hanging the shipping spout. The building is intact and has disclosed no weakness in any respect since its completion.

Tagus, N. D.—The foundation of the new eltr. of the Twin City Eltr. Co. gave way Oct. 22 under the weight of the 25,000 bus. of wheat that filled it to full capacity. The house had just been com-

pleted by the builder and had not been accepted by the company. It will be rebuilt. The structure parted in the middle, half falling to one side and half to the other. No one was in the eltr. at the time.

OHIO.

Tiffin, O.—The 60,000-bu. transfer eltr. of Sneath & Cunningham has been completed.

Defiance, O.—Spangler Bros. are having the debris of their burned eltr. removed to make way for the new house.

Huntsville, O.—J. C. Johnston, formerly mgr. for the Carroll Eltr. Co., of Decatur, Ind., is now associated with his brother, H. W. Johnston, in the grain business at this point.

Cleveland, O.—The Brecksville Milling & Seed Co. incorporated, \$5,000 capital stock. Incorporators, Stephen V. O'Neill, Albert Allen, Fred Baxter, Walter J. Owen and Sherman N. Spahr.

Russia, O.—Gephart & Hile, of Versailles, have purchased the interest of W. S. Snyder in the eltr. operated by Snyder & Groff. Albert Groff, who owns the other interest, will operate the eltr.

Cincinnati, O.—The congestion of cars has tied up railroad traffic so that grain is held on track standing still only a few miles from where it is needed. On account of the refusal of some roads to accept cars from other lines it is impossible to have cars switched to their destination.

Mansfield, O.—G. W. Lynn, supt. of the eltr. of the Goemann Grain Co., was painfully injured Oct. 20. His foot got caught in the rope of the steam shovel, which was unloading grain, and he was lifted about 15 ft. into the air against the shaft. He fell to the ground when the rope was cut.

Hamilton, O.—The suit of the Semler Milling Co. against the Ohio Grain Dealers Mutual Fire Insurance Ass'n was taken from the jury by Judge Clark Oct. 24 and judgment given for the defendant. Judge Clark held that Mr. Semler, having assigned the policies to a bank as collateral, was not the proper party to bring suit. The time within which a new suit can be brot has expired.

Batson, O.—O. F. Brady, mgr. for Brady Bros., has gone to Hot Springs, Ark., for the winter. He will look over the timber land of the south, and if he finds a suitable location the firm will engage in the timber business, but, if not, the business at Batson will be increased on his return. S. D. Brady, formerly of the firm of Sullivan & Brady, will manage the business while the mgr. is gone.

Marion, O.—S. E. DeWolfe was incorrectly quoted in the report of the Ohio Grain Dealers meeting, page 487 of the Journal for Oct. 25. Mr. DeWolfe said the Pennsylvania Co. and Hocking Valley Ry., both controlled by the same owners, refused to make a rate from Waldo to Prospect, 10 miles over each road, less than 6c per 100 lbs.; when they readily make a rate to Philadelphia, via Sandusky, that nets them only 1 3-10c per 100 lbs., a distance of 76 miles; and that it could be delivered by wagon, Waldo to Prospect, at less than 3c per 100. Mr. DeWolfe also said the Hocking Valley refused to make other than local rates on smokeless coal except to competing points.

Cincinnati, O.—The directors of the

Security Envelope Co.'s
Metal Clasp Flour and Grain Envelopes
Best on the Market
More of this style used than all others combined. Write us for prices.
MINNEAPOLIS, MINN.

COAL FOR DEALERS

IS OUR SPECIALTY

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

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OHIO & MICHIGAN COAL CO.
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A HYDROMETER

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to every owner of a gas or gasoline engine who buys a drum of our : : : :

CALCIUM CHLORIDE

to keep the water in his water jacket from freezing and cracking jacket. No need of draining water every night : : :

Write for full particulars

JAMES H. RHODES & COMPANY
219 E. Kinzie St. CHICAGO, ILL.

Chamber of Commerce on Oct. 27 received the report of the special committee on public weighing at Cincinnati, but adjourned for 2 weeks without putting the report to a vote. At present the larger grain firms employ a weigher at a weekly salary, the weights reported by these clerks being reported on the floor of the Chamber. In its report the committee, which is composed of O. G. Fetter, H. H. Hill and B. W. Gale, says: We recommend the adoption of a system of public weighing which shall be brought within the service of the Chamber of Commerce by appointment and employment of a chief weigher, under a fixed salary, and of assistant or deputy weighers, also under fixed salaries, which salaries of the chief weigher and of the deputies are to be determined by the Board of Directors, the charges or fees for weighing services to be payable to and collectable by the Chamber of Commerce. There is a certainty of an income to cover all expenditures, with probability of a considerable surplus. The effect of such a system under the direct supervision of the Ass'n upon creating among country shippers a confidence in the reliability of official weighing operations here as to overcome the misgivings which have arisen incident to the present plan of authorizing or licensing various persons to act under such official appointments. When the shippers of grain and hay can find reason for regarding the official returns of weights in this market as deserving recognition for the fullest attainable degree of accuracy and reliability under the direct working of the Chamber of Commerce there will beyond question and naturally be an incentive and inducement to more favorably regard this market in the offerings of such produce, so that an important enlargement of business may be counted on.

TOLEDO LETTER.

H. L. Goemann summed up the present rye situation in the following few words: Demand is light, receipts are light, and farmers are busy. There is a great scarcity of cars. Better business is looked for when there are more cars.

Thus far, in the neighborhood of 200 cars of new corn have been received on this market. Chief Grain Inspector Ed. Culver stated that receipts from nearby points show the grain to be very damp, while those from western points are in very fine condition.

A cargo of 97,000 bus. of flaxseed from Nye, Jenks & Co., of Duluth, was recently unloaded at the National Eltr. Co.'s eltr.

The United Grain Co. holds the banner for having shipped the largest carload of oats from this market this season, the car containing 2,750 bus. H. W. DeVore & Co. about the same time shipped a car of 2,653 bus.

According to the opinion of the secy. of the Grain Dealers National Ass'n, geographical lines are entirely out of place in national organizations, as a national association is supposed to cater to an entire country and to ignore sectional feeling. Secy. Courcier is bending every effort to get the south organized. Recently he has received inquiries from prominent dealers in the south, which implies that the grain men of that section, in joining the national organization, might become the victims of a whip-sawing. On the other hand, the national secy. wants it plainly and clearly understood that every member shall be given

just and courteous treatment, whether he does business in the northwest or the southeast, the east or the west. The National Ass'n is not a sectional organization, but national in scope in every way.—H. D.

OKLAHOMA

Uncas, Okla.—The eltr. for the Stevens-Scott Grain Co. has been completed and is now in operation.

Pawnee, Okla.—The 250,00-bu. eltr. for John Badger and J. O. Hudson has been completed. A 25-h. p. gasoline engine has been installed.

Custer City, Okla.—The Custer City Mill & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, T. P. Stone, Henry Harman and Leon L. Hoyt.

Oklahoma City, Okla.—The car shortage is very serious in Indian Territory and Oklahoma. At Tulsa, I. T., the Midland Valley Grain & Eltr. Co. has 50,000 bus. of corn lying along the railroad tracks exposed to the rain of last week because it cannot get cars.

Guthrie, Okla.—During the month of October we have had a remarkable movement in the new crop. We have been shipping new corn to Galveston for export since Oct. 1. Every car has graded No. 2 and has arrived in good condition. We are highly pleased with the grading of our corn at Galveston. The movement thruout the month of October would have been much heavier had it not been for the scarcity of cars.—Capital Grain Co.

OREGON.

Portland, Ore.—Gay Lombard has purchased the interest of A. Cohn in the Pacific Grain Co.

Portland, Ore.—Greater quantities of flour and wheat were exported from Portland during the past month than ever before in the history of the port for a like period of time, the value of the shipments reaching almost to the \$2,000,000 mark.—M. C. E.

PENNSYLVANIA.

Linfield, Pa.—The Angelo Meyers Distillery Co. will build a grain warehouse.

Newton Hamilton, Pa.—Ewing Bros. will rebuild their eltr. which burned Sept. 24.

Philadelphia, Pa.—The revival of the export grain trade led the Pennsylvania Railroad to give orders Oct. 24 for the opening of the 1,250,000-bu. eltr. at Girard Point.

PHILADELPHIA LETTER.

The corn market is noticeably quiet and inclined to be easier. Local trade is light, and export orders are based too low for satisfactory working.

Mill feed, after advancing 50 cents per ton, is keeping steady at \$17 and \$17.50 per ton for winter bran in bulk, and spring bran in sack. Trade is not active as yet, owing to pasturage being in good condition thruout the nearby districts.

Oats still continue to come in freely and the range of prices is 32 to 37 cents per bu. by the car lot, according to quality and inspection. Not much life in the market and considerable of the stock is not grading up as well as is desired, and consumers are expecting lower prices and are holding off on that account.

At a joint meeting of the members of the hay and straw and grain trades, held

on the floor of the Commercial Exchange on Monday, all suggestions of the Hay and Straw Committee, which were adopted by the directors of the Exchange and allowing the chief grain inspector to give hay certificates and designate deputy inspectors, was unanimously ratified.

Quite a commotion was occasioned on the grain floor of the Commercial Exchange on Friday on account of the firing of a number of the veteran members \$1 each for boisterous conduct, throwing sample packages of grain about and at each other during Change hours and upsetting chairs and tables. It was a bitter pill to swallow, as one of the members fined is a director and on some of the important committees. This is the first rigid enforcement of this rule since the Bourse building has been occupied.—S. R. E.

PITTSBURG LETTER.

The market for both bran and midlings remains as it has been for several weeks, with demand quiet and prices unchanged. Buyers are not responding to inducements of any kind, but are purchasing only when requirements urge.

The rye situation has quieted down since the passing of the little boom reported 2 weeks ago. At that time quick western price advances drove local buyers to cover, and distillers took hold with some energy. Sales are steady but without excitement.

Total receipts of straw for last week amounted to but one carload. The situation has gained strength since the time of last report in this column. Prices have moved forward all along the line and buyers are hunting sellers. The market is almost entirely bare of straw of all grades, and the shipments sent here now would find a ready market.

An excellent demand continues to prevail for better grades of timothy hay as well as clover and mixed. Receipts have kept up fairly well, but request is keeping pace with arrivals. Quotations show little change, choice timothy remaining at \$13 and \$13.25 and No. 1 clover commanding \$10.50 and \$11. Low grade hay is in heavy supply and is coming forward in liberal quantities. Demand is slow, and what is placed goes at very low figures. As long as buyers can get their demands supplied from good hay, lower grades receive little attention.

It is less than 2 weeks since new ear corn made its appearance here, and for awhile after the coming of the first shipment arrivals came forward but slowly. As is natural at the beginning of a season, consumers took hold of new corn with caution, but were soon satisfied of the fact that never before had the initial shipments shown better condition, the crop of 1905 proving a record maker in this regard. As a result the demand has grown, while the end of the season call for old corn rapidly diminished. No. 2 yellow ear is holding at 48 and 50 cents.

Old shelled corn is still the seller, no known sales of new having been made in full cars. Some inquiry is reported, but no actual transactions. In this connection it is apt to say that shippers are earnestly requested to forward nothing but good, clean, dry corn. Especially should the cleanliness be watched, as so much trouble from dirty corn has been experienced in the past that buyers have had their faith shaken in new shelled corn and are slow to take it up. Old

shelled corn is in active demand, and commands full prices, No. 2 yellow being quoted at 62 and 62½ cents.

Oats have been somewhat of a disappointment to buyers for a week or two. Prices have held their own, even registering slight advances, but this has been due to firm holdings in the west, and not to local conditions. It was feared that the shortage in receipts of upper grades would compel the substitution of inferior oats, but there has been an increase in the number of arrivals and the market now appears to be comfortably supplied with all grades. Demand is fair and a good many oats have been selling, but request has not kept pace with receipts, which, for a week, have been very liberal. No. 2 white oats are quoted at 34½ and 35 cents.—C. H.

SOUTH DAKOTA.

Corona, S. D.—The Farmers Eltr. Co. has completed its eltr.—L. D.

Appleby, S. D.—D. Livingston, of Watertown, has completed an eltr.—L. D.

Harold, S. D.—The Lake Preston Milling Co., of Lake Preston, has purchased an eltr. at this point.

Corsica, S. D.—The contract for the erection of the eltr. for the Carlson Eltr. Co. has been awarded to L. O. Hickok.

Artesian, S. D.—D. Z. Sharp is building a 25,000-bu. eltr. at the first station south of Madison on the Milwaukee cut-off between Madison and Sioux Falls.—L. D.

Peever, S. D.—The Sullivan Eltr. Co., of Minneapolis, has purchased the eltr. of C. E. McGowan. Mr. McGowan still operates his eltr. and lumber yard at Wilmot, with headquarters at Milbank.—L. D.

Tulare, S. D.—J. Carlow & Co. have purchased the eltr. of E. A. Moosdorf. Mr. Carlow was formerly buyer for Truax & Betts, at Parkston. The new owners have made improvements and additions in the eltr.—L. D.

Armour, S. D.—C. L. Chesley, who recently sold his eltr. and accepted a position as cashier of the Armour State Bank, is building an eltr. at Wagner. He still retains his interest in the eltrs. at Geddes and Platte.

Wentworth, S. D.—Abraham & Schultz will build an eltr. at a new town north of Wentworth on the extension of the Dakota Central, which will probably be called Battle Creek. The eltr. will be completed this winter.—L. D.

Oldham, S. D.—Jones & Metcalf, of Madison, have built an addition to their eltr. The center of the old building was cut out and the space made into cribbed bins, 20 ft. deep, which greatly facilitates the handling of the grain.—L. D.

SOUTHEAST.

Newport News, Va.—The Chesapeake & Ohio Grain Eltr. B, which has been closed most of the time since it was built six years ago, is to be reopened.

Harrington, Del.—We have no eltrs. in our town. Our grain is loaded directly into railroad cars and shipped to market at once. Until recently the railroad company had a grain warehouse, but it has been removed and we have no facilities for storing grain. Cannot get a side track put in by the railroad. We are lo-

cated on the Pennsylvania railroad system, and it has no competition, either by railroad or water navigation, and not even by an electric road, so we are compelled to do the best we can.—J. P. Masters.

TENNESSEE.

Humboldt, Tenn.—The mill for the Humboldt Mill & Eltr. Co. has been completed.

Memphis, Tenn.—C. E. Niswonger has applied for membership in the Merchants Exchange.

Memphis, Tenn.—The call board market for grain and hay has been resumed by the Merchants Exchange.

Union, Tenn.—R. L. Lockett has sold his interest in the grain firm of Taylor & Co. and has accepted a position as traveling representative of the Hardy Grain Co.

NASHVILLE LETTER.

Rogersville, Tenn.—Arnatt Bros. have bought the mill at this place from E. W. Speers.

Winchester, Tenn.—Chas. E. Hubbard, of this place, has purchased a site and will install a mill, designed especially to grind table meal with stones.

Oats have, with the other markets, advanced within the last week, the rise being from 1 to 1½ cents on all grades. The market is very active and much trading is being done, the general trend of the situation being upward.

Corn has been in most active demand for the last fortnight, and the upward tendency has had the effect of advancing quotations 1 to 1½ cents on all grades. New corn up to date has been moving very slowly. The demand is fine, and dealers are shipping out all that they can lay hold of.

A great scarcity of hay is noticeable here, and it is very much in demand. Inquiry for the better grades is large and the inferior stuff is also being sold in good quantities. A fit illustration of the popular tendency of the market is the advance made lately on the better grades of \$1.00 to \$1.50.

Wheat in this market for the last week or so has been inclined towards dullness. A good deal of this grain is moving westward at present, and the demand, all things considered, is fairly good. Millers in this section have an abundance of stock, and are turning out large quantities of flour, the market on this account being dull.

By request of the Nashville Grain Dealers' Ass'n, Presidents Fish and Spencer, of the I. C. and Southern Rys., met the members of that body in a conference in the rooms of the Maxwell house. This meeting was not only for the purpose of fostering a friendship between the parties, but the matter of transportation facilities also came up. A working arrangement between the N. C. & St. L. and the Tennessee Central here has proven very satisfactory. The grain men under the new regime desired to ask a continuance of this. Both presidents made short talks, in which they expressed their hearty co-operation towards the efforts of the grain dealers here. Improvements of the two roads, they said, would be made with an eye out for the good of the trade, and every effort would be made to deserve the support of the grain men. J. H. Wilkes, vice-pres. of



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All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

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INDUSTRIAL COMMISSIONER

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ST. LOUIS, MO.

the Exchange, submitted some statistics that are interesting as giving a good idea of what proportions the grain trade has reached here. Seventeen warehouses are located here, and last year 25,000 cars of grain were handled in the city by rail, 630,000 bus. of grain came over the Cumberland river, and 250 tons of hay. There are 8 mills here also. The railroad acquired by the I. C. and Southern only reaches two eltrs., but with the accession of the immense improvements to be made facilities will be almost doubled. Such is the leap that will be made in the grain trade here—R. N. C.

TEXAS.

Kerrville, Tex.—The Kerrville Roller Mills Co. is building a 15,000-bu. steel eltr.

Denison, Tex.—The plant of the Denison Mill & Eltr. Co. was damaged recently by fire. Loss, \$10,000.

Fort Worth, Tex.—The Smith Bros. Grain Co. will not erect their contemplated Jour—13½ p. N. Fish Twenty-Nine plated grain eltr. until next year.

Ft. Worth, Tex.—Secy. H. B. Dorsey has just issued a revised Constitution and By-Laws of the Texas Grain Dealers Ass'n.

Brenham, Tex.—The Brenham Grain Co., composed of Henry Grote and T. Felder, has been organized and started Nov. 1 in the wholesale and retail grain business.

Galveston, Tex.—Earl Northrop, who has been with the Harris, Scotton Co. for 2 years at Winfield, Kan., has accepted a position with the Galveston Wharf Co., as head weighman at Eltr. A.

Galveston, Tex.—Grain exports from this port since Sept. 1 and prior to Nov. 1 were 1,332,320 bus. of wheat and 117,186 bus. of corn, compared with 32,000 bus. of wheat and 25,714 bus. of corn for the corresponding period of last year, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Ft. Worth, Tex.—The 15,000-bu. eltr. for the Ft. Worth Grain & Eltr. Co. has been completed. It is constructed of steel covered with galvanized iron, with cement floors and is fire proof. It is thoroughly equipped with cleaning, separating and clipping machinery, has heavy steel bins, 3 large eltr. legs and 2 smaller legs; is equipped with Fairbanks Track Scales and has latest machinery for manufacturing corn meal, chops and mixed feeds of all kinds, and will shell, sack and mix all kinds of grain. A 40-h. p. Fairbanks-Morse Gasoline Engine will furnish the power.

Galveston, Tex.—The first corn of the season for European shipment was taken by the steamer Rathlin Head Oct. 28. Chief Grain Inspector Robinson says that the movement has been nothing compared to what was expected. "Eltr. A and the Sunset have not done enough business to pay their running expenses, Eltr. B handling nearly all of the product that has gone out of here. Galveston has not lost out on any of the movement, for there has been practically none. New Orleans had done practically nothing at all, even compared to Galveston, and the record for the month of September shows that Galveston shipped as much grain as was exported for the entire Atlantic seaboard. By this it can be seen that almost the entire quantity of wheat that is being

marketed is being consumed by home mills, which are still stocking up for a time when the crop will be short."

TEXAS LETTER.

Dallas.—The Simmons Mill Co. has been chartered.

Beaumont.—The Farmers Canal Co. has been incorporated here with a capital of \$100,000 and will build rice canals and enter into the rice growing business.

The buyers for the Texas Millers Ass'n in the wheat markets of Oklahoma and Kansas have been very busy of late and are buying extensively for the mills in the Ass'n. The wheat market locally is very bad, there being no local wheat and many of the mills in the smaller towns have been forced to close down partly on account of the scarcity of wheat and partly owing to the very close margin between the wheat laid down at their mills and the selling price of flour. The mills are practically all running short time and more of them will be forced to close down very shortly unless there should be some change in the wheat market.

During the state fair now being held in Dallas there has been a large number of grain men in Dallas and also a large number of implement people. It seems to be the general consensus of opinion among them that the wheat acreage in Texas will not be materially increased unless the acreage that is being seeded in west Texas should be large enough to overcome the curtailed acreage in the central part of the state. The experience of this past spring on small grain was of such a nature as to discourage increasing the acreage. Oats will receive more acreage than heretofore all over the state, and the market promises to be better, as southeastern states have removed the embargo on Texas oats. The corn crop of the state is moving very slowly and there is not a heavy business being done.—J. S. W.

WASHINGTON.

Sprague, Wash.—C. L. Fish has sold his grain warehouse.

Lamona, Wash.—The local farmers have organized a branch of the Farmers Grain & Supply Co.

Tacoma, Wash.—The Tacoma Chamber of Commerce Building Co. has been incorporated with \$50,000 capital stock.

Oakesdale, Wash.—The wheat warehouse of Gray & Gray collapsed Oct. 25 and is a total wreck. No loss on grain occurred.

Tacoma, Wash.—Wheat is to be shipped to Ecuador and Mexico by the Cosmos liners Abydos and Anubis, to relieve the shortage in those countries.

Olympia, Wash.—The attorney general of the state has given an opinion that there is no law under which to prosecute the combination of millers to control the grain market alleged by Commissioner W. H. Reed to exist.

Tacoma, Wash.—The state grain commission on Oct. 25 decided to make no change in the designation of wheat now graded blue stem and mixed. At the same session standard samples were made up from this year's crop.

Coulee City, Wash.—Grain receipts so far this season have been very heavy, the warehouses having been filled to their 300,000 bus. capacity. In 1900 175,000 bus. was shipped, in 1904 380,000 bus.,

and this year it is estimated that 700,000 bus. will be shipped.

Harrington, Wash.—A branch of the Farmers Grain & Supply Co. has been organized here. It is expected that the capital will be \$10,000. The grain warehouse of C. W. Bethel has been leased and the company will build a large steel storage tank. The farmers intend building steel storage tanks on their farms to put the wheat into as soon as threshed and will then haul it to market in tight wagon boxes, thus doing away almost entirely with sacks.

WASHINGTON LETTER.

Tacoma.—Washington flour for export has advanced 10 cents per barrel, the new quotation being \$3.45.

Dayton.—Some time ago the farmers of this vicinity concluded to pool their barley and hold for higher prices. They had been offered only 75 cents per hundred. The amount of grain in the pool was about 150,000 sacks, all of which was sold last week to Jacob Weinhard at 90 cents per hundred.

Colfax.—The recent snows and heavy rains have banished all hopes of saving the hundreds of acres of unthreshed wheat in the Palouse country, and no attempt will be made to thresh. The loss to Whitman county alone is placed at \$3,250,000 to \$3,500,000. It is estimated that there are from 750,000 to 1,000,000 bus. of wheat unthreshed in Whitman county and the country just east of it in Idaho. The farmers are buying stock hogs to feed this spoiled wheat to.

State grain inspector Reed intends to break up the Washington Millers' Ass'n, recently organized, on the ground that the association is in the nature of a trust and destructive of competition. The article of agreement between the millers, which accidentally fell into his hands and decided him to break up the ring, read: "The Portland committee and the Puget Sound committee shall consult each day, early in the morning, through their representatives, and agree on limits, which shall be sent out by the various members at the same time and expire each evening at 8 o'clock."—M. C. E.

WISCONSIN.

Superior, Wis.—Peter Eimon has been elected a director of the Board of Trade to succeed M. P. Schmitt.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$300. Recently they sold for \$60.

Superior, Wis.—Samuel Swanson, a boy, was arrested Oct. 25 for sweeping wheat and will be tried on a charge of larceny.

Milwaukee, Wis.—About 60 fewer men and boys are employed on the Chamber of Commerce than a month ago. Only a few private telephone systems remain on "Change."

Janesville, Wis.—E. E. Bagley will transfer his Woodstock, Ill., business to Janesville on Jan. 1, and will then give up his Illinois business.

Superior, Wis.—The board of review is taking testimony with a view to assessing grain in store and eltr. property at the highest rate. The board adjourned to Nov. 10.

Superior, Wis.—Jas. A. Hendry has succeeded G. H. Cross as foreman of the Belt Line Eltr. Mr. Cross has been with the Peavey Eltr. Co. at the head of the

lakes for 18 years, in all their plants. He is now located at Berthold, N. D.

Superior, Wis.—The Wisconsin Railroad Commission has requested the Great Northern Road to divulge the terms of the lease whereby the Great Northern Eltrs. were changed from public to private houses operated by A. D. Thompson. Judge Vinje permitted the Great Northern to move cars which had been levied upon by the Wisconsin Grain & Warehouse Commission, upon the road giving a bond to cover the inspection and weighing fees. Judge Smith has fined the attorneys representing the millers for contempt of court in moving cars covered by the injunction granted to the Wisconsin Grain & Warehouse Commission. The latest development in the grain inspection fight was a conference between the attorneys representing the eltrs., mills, railroads and grain commission, Oct. 30, but nothing was accomplished, since the attorneys for the commission would not agree not to enforce the law.

MILWAUKEE LETTER.

G. W. Marling, formerly of the firm of Robt. Eliot & Co. and for many years a prominent member of the Chamber of Commerce, was recently compelled to undergo an operation, from which he is now recovering.

Frank D. Hinkley, grain inspector of the Chamber of Commerce, cultivated both "fife" and "macaroni" wheat this season on his South Dakota farm. The average yield is 20 bus. per acre of the former and 24 bus. of the latter, and at the prices now ruling for the two varieties he will have a good profit in both.

The rebates on interstate traffic have practically ceased, so far as the railroads of Wisconsin are concerned, is shown pretty conclusively by the fact that a local concern believed by many to have received large favors of this kind is now suing one of the roads on a matter of no great importance. When "courtesies" of this kind are cut off, the former beneficiaries are apt to turn against their quondam "friends."

W. M. Bell, D. G. Owen and G. A. Schroeder, who attended the Interstate Commerce Law Convention at Chicago, feel very well satisfied with the results attained there. They believe that the interest and enthusiasm aroused will give great impetus to the coming campaign before Congress, and that the attempt on the part of Mr. Farry and others to discourage the proceedings will only act as a boomerang upon the obstructionists.

One of the old-established routes between Milwaukee and the East, via Ogdensburg, N. Y., is to be brought into greater prominence thru extensive improvements at that port made by the Rutland Transit Co., which operates a fleet of eight steamers. The present warehouses there will be enlarged, one more will be built, the docks extended, and modern machinery installed for unloading vessels. It is reported that alterations and additions will also be made to their terminal facilities at this end of the line.

A. E. Snuggs, general agt. here for the Pere-Marquette-Erie system, states that the consolidation of the roads is being rapidly carried on. The growing importance of the car-ferry routes makes this new connection a very good one for Milwaukee shippers, giving them another direct line to Buffalo, as well as to Pitts-

burg, and eventually Baltimore, over the Gould lines extensions. The value of the last named is especially great, because of the more favorable freight rates to be obtained by that route during the season when grain for export moves more largely through the south Atlantic ports than New York, Philadelphia or Boston.

E. P. Bacon emphatically denies the report that he has written to President Roosevelt concerning the history of the recent Interstate Commerce Law Convention at Chicago. The President has been made aware for some time, it is said (though not by Mr. Bacon), that an effort would be made by the railroad companies to pack that convention with their creatures, including shippers who have been favored sufficiently to make it to their interest to "stand in" with the carriers, and the theatrical display made by the so-called "rump" convention is not likely to blind him as to the real attitude of the commercial interests of the country.

Carrying room is at a premium, both on land and by lake. Not only are western shippers complaining that their houses are filled with grain which they cannot move for lack of cars, but those whose trade here is with the east, state that they find great difficulty in securing vessels. The car-ferry lines are doing a rushing business and seem to be the only ones able to cope with the situation, but the all-rail companies are also doing very well under the circumstances. Meanwhile, terminal officials take great pride in the manner in which they are keeping the yards clear this season, and the slow movement of wheat from the west is aiding them to do so.

The railroad companies have made an effort to prolong proceedings in the rebate cases involving unpaid taxes, but a final decision has just been rendered against them. This is one of those matters which, having apparently been disposed of, has been revived a number of times by sharp legal practice, and illustrates something of the length to which the carriers are able to go in prolonging suits brot under a weak interstate commerce law. In fact, the ablest of their attorneys already have records of as high as 7 years continuance of single cases—at the end of which time the original plaintiffs have lost all interest in a rate or practice complained of.

The cash grain market is absolutely without any new feature. Sound, dry, milling wheat brings very favorable prices and the same may be said of barley, rye, corn and oats, of good quality. Medium samples can also be placed to advantage, but off-grades drag, as usual. The best way to find out just what can be done with grain of any kind is by sending in samples for quotations. Receipts continue light and receivers do not anticipate that they will be any heavier this season. They expect to see a slow movement throughout the crop year, with perhaps a little more even distribution of offerings over the various months than the trade usually sees.—C. T.

Never figure wheat on the basis of what India and Russia need at home. What they need at home and what they get are two very different things. They may need food, but they get none that can be sold abroad. To "return to our muttons," buy wheat, when our farmers will hold.—E. W. Wagner.

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Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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New Inspection Rules at Chicago

Chief Grain Inspector W. Scott Cowen has presented the revised rules governing the grading of grain at Chicago for the consideration of the trade which are given below. If they do not meet with your hearty approval send your objections and suggestions quick to the Chief Inspector, and your communication will be considered before the contemplated changes are made.

RULE 1. WINTER WHEAT.

No. 1—WHITE WINTER WHEAT—Shall be pure White Winter Wheat, or Red and White mixed, sound, plump and well cleaned.

No. 2—WHITE WINTER—Shall be White Winter Wheat, or Red and White mixed, sound and reasonably clean.

No. 3—WHITE WINTER WHEAT—Shall include White Winter Wheat, or Red and White mixed; not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4—WHITE WINTER WHEAT—Shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1—RED WINTER WHEAT—Shall be pure Red Winter Wheat of both light and dark colors; sound, plump and well cleaned.

No. 2—RED WINTER WHEAT—Shall be Red Winter Wheat of both light and dark colors; sound and reasonably clean.

No. 3—RED WINTER WHEAT—Shall include Red Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4—RED WINTER WHEAT—Shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

Red Winter Wheat containing a mixture not exceeding five per cent of White Winter Wheat shall be classed as Red Winter Wheat.

Red Winter Wheat containing more than five per cent of White Winter Wheat shall be graded according to the quality thereof and classed as White Winter Wheat.

No. 1—HARD WINTER WHEAT—Shall be Hard Winter Wheat of both light and dark colors; sound, plump and well cleaned and of the varieties known as Hard Winter Wheat.

No. 2—HARD WINTER WHEAT—Shall be Hard Winter Wheat of both light and dark colors; sound and reasonably clean and of the varieties known as Hard Winter Wheat.

No. 3—HARD WINTER WHEAT—Shall include Hard Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel, and to be of the varieties known as Hard Winter Wheat.

No. 4—HARD WINTER WHEAT—Shall include Hard Winter Wheat, damp, musty, or from any other cause so badly damaged as to render it unfit for No. 3, and shall be of the varieties known as Hard Winter Wheat.

In case of mixture of Hard Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof and classed as Hard Winter Wheat.

RULE 2. PACIFIC WHEAT.

No. 1—PACIFIC WHITE WHEAT—Shall be sound, dry, plump, well cleaned, and free from smut and smut balls.

No. 2—PACIFIC WHITE WHEAT—Shall be sound, dry, reasonably clean, reasonably free from other grain and smut and smut balls.

No. 3—PACIFIC WHITE WHEAT—Shall include wheat not plump, sound and clean enough for No. 2, and testing not less than fifty-four pounds to the measured bushel.

No. 4—PACIFIC WHITE WHEAT—Shall include all Pacific White Wheat that is damp, musty, smutty or otherwise so damaged as to render it unfit for No. 3.

No. 1—PACIFIC RED WHEAT—Shall be sound, dry, plump, well cleaned and free from smut and smut balls.

No. 2—PACIFIC RED WHEAT—Shall be sound, dry, reasonably clean, reasonably free from other grain and smut and smut balls.

No. 3—PACIFIC RED WHEAT—Shall include wheat not plump, sound and

clean enough for No. 2, and testing not less than fifty-four pounds to the measured bushel.

No. 4—PACIFIC RED WHEAT—Shall include all Pacific Red Wheat that is damp, musty, smutty or otherwise so damaged as to render it unfit for No. 3.

NOTE—The grades of Pacific White and Pacific Red Wheat are to include such wheats as are grown in the extreme Northwest and on the Pacific slope from either Spring or Winter seedling.

RULE 3. SPRING WHEAT.

No. 1—NORTHERN SPRING WHEAT—Must be northern grown Spring Wheat, sound and reasonably clean and of good milling quality, and must contain not less than 50 per cent of the hard varieties of Spring Wheat.

No. 2—NORTHERN SPRING WHEAT—Must be northern grown Spring Wheat, not clean enough or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of Spring Wheat.

No. 1—SPRING WHEAT—Shall be sound, plump and well cleaned.

No. 2—SPRING WHEAT—Shall be sound, reasonably clean and of good milling quality.

No. 3—SPRING WHEAT—Shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4—SPRING WHEAT—Shall include Spring Wheat, damp, musty grown, badly bleached, or for any cause which renders it unfit for No. 3.

WHITE SPRING WHEAT—The grades of Nos. 1, 2, 3 and 4 White Spring Wheat shall correspond with the grades of Nos. 1, 2, 3 and 4 Spring Wheat, except that they shall be of the white variety, or shall contain 5 per cent or more of such White Wheat.

RULE 4. MIXED WHEAT.

The grades of Nos. 2, 3 and 4 Mixed Wheat shall be equal in quality to the grades of Nos. 2, 3 and 4 Red Winter Wheat, except that they shall include mixtures of Spring and Winter Wheat.

RULE 5. DURUM (Macaroni) WHEAT.

No. 1—DURUM WHEAT—No. 1 Durum shall be bright, sound and well cleaned, and be composed of Durum—commonly known as Macaroni Wheat.

No. 2—DURUM WHEAT—Shall be sound, dry, reasonably clean, may be slightly bleached or shrunken, but not good enough for No. 1.

No. 3—DURUM WHEAT—Shall include all wheat that is bleached, smutty, or for any other cause unfit for No. 2.

No. 4—DURUM WHEAT—Shall include all wheat that is very smutty, badly bleached and grown, or for any other cause unfit for No. 3.

MIXED DURUM WHEAT.

In case of admixture of Durum Wheat with wheat of other varieties it shall be graded according to the quality thereof and classed as Nos. 1, 2, 3 and 4 MIXED DURUM WHEAT, with inspector's notation describing its character.

RULE 6. UNCLEANED SPRING WHEAT.

The department will, in addition to the grading of Spring Wheat under rule 3, give dockage and grade if cleaned.

RULE 7. CORN.

No. 1—YELLOW CORN—Shall be yellow, sound, dry, plump and well cleaned.

No. 2—YELLOW CORN—Shall be ninety per cent yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3—YELLOW CORN—Shall be ninety per cent yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4—YELLOW CORN—Shall be ninety per cent yellow, badly damaged, damp, musty, or very dirty.

No. 1—WHITE CORN—Shall be White Corn, sound, dry, plump and well cleaned.

No. 2—WHITE CORN—Shall be ninety-five per cent white, dry, reasonably clean, but not plump enough for No. 1.

No. 3—WHITE CORN—Shall be ninety-five per cent white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4—WHITE CORN—Shall be ninety-five per cent white, badly damaged, damp, musty or very dirty.

No. 1—CORN—Shall be Mixed Corn, of choice quality, sound, dry and well cleaned.

No. 2—CORN—Shall be Mixed Corn, dry and reasonably clean, but not good enough for No. 1.

No. 3—CORN—Shall be Mixed Corn,

reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4—CORN—Shall be Mixed Corn that is badly damaged, damp, musty or very dirty.

Corn that is wet or in heating condition shall not be graded.

Kiln-dried corn shall in no case grade higher than No. 3.

RULE 8. OATS.

No. 1—WHITE OATS—Shall be white, sound, clean and reasonably free from other grain.

No. 2—WHITE OATS—Shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

STANDARD OATS—Shall be seven-eighths white, but not sufficiently sound and clean for No. 2 White, and shall be reasonably free from other grain and weighing not less than twenty-eight pounds to the measured bushel.

No. 3—WHITE OATS—Shall be seven-eighths white, but not sufficiently sound and clean for Standard Oats, and weighing not less than twenty-two pounds to the measured bushel.

No. 4—WHITE OATS—Shall be seven-eighths white, damp, badly damaged, musty, or for any other cause unfit for No. 3.

No. 1—YELLOW OATS—Shall be yellow, sound, clean and reasonably free from other grain.

No. 2—YELLOW OATS—Shall be seven-eighths yellow, sweet, reasonably clean and reasonably free from other grain.

No. 3—YELLOW OATS—Shall be seven-eighths yellow, but not sufficiently sound and clean for No. 2 Yellow, and must weigh not less than twenty-two pounds to the measured bushel.

No. 4—YELLOW OATS—Shall be seven-eighths Yellow, damp, badly damaged, musty or for any other cause unfit for No. 3.

No. 1—WHITE CLIPPED OATS—Shall be white, sound, clean, reasonably free from other grain, and shall weigh not less than thirty-six pounds to the measured bushel.

No. 2—WHITE CLIPPED OATS—Shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain and shall weigh not less than thirty-four pounds to the measured bushel.

No. 3—WHITE CLIPPED OATS—Shall be seven-eighths white, not sufficiently sound or clean for No. 2 and shall weigh not less than twenty-eight pounds to the measured bushel.

No. 1—OATS—Shall be Mixed Oats, sound, clean and reasonably free from other grain.

No. 2—OATS—Shall be Mixed Oats, sweet, reasonably clean and reasonably free from other grain.

No. 3—OATS—Shall be Mixed Oats, not sufficiently sound and clean for No. 2.

No. 4—OATS—Shall be Mixed Oats that are damp, badly damaged, musty, or for any other cause unfit for No. 3.

No. 1—MIXED CLIPPED OATS—Shall be Mixed Oats, sound, clean, reasonably free from other grain and shall weigh not less than thirty-six pounds to the measured bushel.

No. 2—MIXED CLIPPED OATS—Shall be Mixed Oats, sweet, reasonably clean, reasonably free from other grain and shall weigh not less than thirty-four pounds to the measured bushel.

No. 3—MIXED CLIPPED OATS—Shall be Mixed Oats, not sufficiently sound or clean for No. 2 and shall weigh not less than twenty-eight pounds to the measured bushel.

Oats that have been sulphured, bleached or chemically treated shall not be graded at all.

NOTE—Inspectors are authorized when requested by shippers, to give weight per bushel instead of grade on Clipped White Oats and Clipped Mixed Oats from private elevators.

RULE 9. RYE.

No. 1—RYE—Shall be sound, plump and well cleaned.

No. 2—RYE—Shall be sound, reasonably clean and reasonably free from other grain.

No. 3—RYE—Shall be reasonably sound, reasonably free from must and not good enough for No. 2.

No. 4—RYE—Shall be Rye, damp, musty, or for any other cause unfit for No. 3.

RULE 10. BARLEY.

No. 1—BARLEY—Shall be sound, plump, bright, clean and free from other grain.

No. 2—BARLEY—Shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3—BARLEY—Shall include slightly shrunken and otherwise slightly damaged barley, not good enough for No. 2.

FEED BARLEY—Must test not less than forty (40) pounds to the measured bushel; must be cool, reasonably sweet and reasonably free from other grains and seeds, and not be good enough for No. 3.

REJECTED BARLEY—Shall include all Barley which is badly damaged or from any cause unfit for malting purposes and not good enough to grade Feed Barley, except that Barley which has been chemically treated shall not be graded at all.

BAY BREWING BARLEY—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety grown in the Territories and on the Pacific Coast.

CHEVALIER BARLEY—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Chevalier variety grown in the Territories and on the Pacific Coast.

RULE 11. NEW.

The word "NEW" shall be inserted in each certificate of inspection of a newly harvested crop of oats until the fifteenth day of August; of rye, until the first day of September; of wheat, until the first day of November, and of barley, until the first day of November of each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars, except the distinctions hereby established between the new and the old crop, and shall apply to grain inspected from store for two months after the times respectively above specified.

RULE 12. HEATING.

All grain that is wet, or in a heating condition, or grain containing weevil or wild onions, or grain that is burnt and smoky or otherwise unfit for warehouses, shall not be graded.

RULE 13. REASONS.

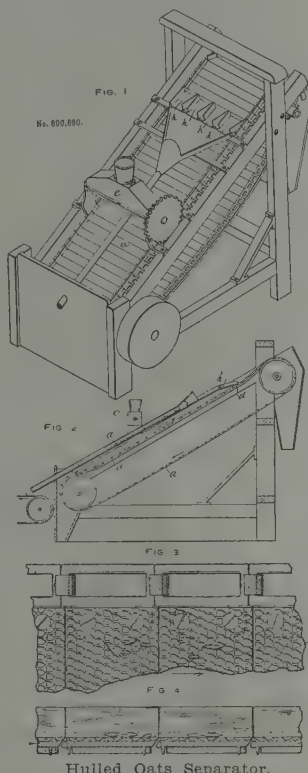
All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

RULE 14. TEST WEIGHT.

All inspectors must ascertain the weight per measured bushel of each lot of wheat inspected by them and report the same in their books.

Oats Separator.

An oats and hull separator of novel design has been invented by George Stuart of Chicago, Ill., and Charles McDonald of Cedar Rapids, Ia., and is illustrated in the engraving herewith.



Hulled Oats Separator.
Fig. 1 is a view of the entire machine assembled; Fig. 2 is a longitudinal section thru the middle; Fig. 3 a plan view of one side of the traveling apron; and Fig. 4 a section of the apron.

The oats are fed into the hopper which widens out to spread the oats over the width of the apron, the upper belt of which is constantly traveling diagonally upward over the rollers. The pockets or indentations in the apron are of such size and shape that the whole grains of oats dance over them as shown in Fig. 4, while the hulls and small seeds are caught. The result is that the whole grains slide down the apron in a direction contrary to its movement and are discharged at the tail, while the hulls and small seeds are carried in the pockets, to be discharged over the top roller in the case of the small seeds, the hulls being subjected to a peculiar motion near the top where the apron is given a slight bend as it passes a catch apron having a flexible edge, throwing the hulls back over the edge into the hopper feeding the tube discharging upon an auxiliary take-off belt shown in Fig. 2.

The letters patent, No. 800,690, granted upon this invention have been assigned to the American Cereal Co.

Was Not Careful in Starting New Engine.

The purchaser did not have occasion to install his engine, but stored it in a shed for some time after he received it. When he finally got ready to use it he placed it on its foundation and undertook to turn the fly wheel over without examining the condition of the valves.

The result was that the anchorage of the exhaust lever pin was broken square off. The exhaust valve stem was rusted so tightly into its sleeve that the instant the cam began to lift on it through the exhaust lever there was such a heavy strain that something had to break. This lug or anchorage was a part of the cylinder-head casting, and an entire new cylinder-head was necessary to repair the break.

Many accidents are reported which occur immediately upon starting the engine, which indicate that carefulness is very important right in the beginning.—*Threshermens Review.*



**DRIVES
THEM
OUT OF
THE HOUSE
TO DIE**

Stearns' Electric Rat and Roach Paste

A 25c box of Stearns' Electric Paste will kill off all the rats and mice in a house in a single night

WATER BUGS, COCKROACHES, BED BUGS

and other vermin are quickly killed by Stearns' Electric Paste. Very easy to use.

GUARANTEE Your money will be refunded if Stearns' Electric Rat and Roach Paste does not do all that is claimed for it.

2 oz. box, 25c; Hotel size (eight times the quantity) \$1.00

Sold everywhere or sent express prepaid on receipt of price

STEARNS' ELECTRIC PASTE CO., - Chicago, Ill., U. S. A.

ADDITIONAL PROFITS TO GRAIN DEALERS.

Read the following from Oakes & Green, Grain Dealers, Riggston, Ill.
Dated Nov. 4, 1905.

Stearns' Electric Paste Co.,

Gentlemen:—The 1.00 box of Stearns' Electric Paste received, and I want to say it will do all you say for rats, and more. It kills them on sight. We put it out one evening, just spread it on bread, and the second morning picked up laying around in sight 16 rats, and have no doubt there were twice as many more around under the elevator. We had a place above the office where they held camp-meeting every night, and we dragged out 8 from there, and the camp-meeting has closed. Thanks for sending us the box, as it beats anything we ever tried."

Write direct to manufacturer for special price in quantities of 1 to 3 dozen of the 1.00 size Stearns' Electric Paste.

Perfection Grain Drier.

The grain drier is daily becoming more essential to the successful operation of a grain elevator. Much grain of every kind has been sacrificed this year to rains and superabundant moisture, and from nearly every state come complaints of too much moisture in corn. The central market which is not well equipped with driers must necessarily discount heavily all grain containing an unusual quantity of moisture, while those markets which are equipped to dry such grain can pay a good price and still realize a profit.

The seaport which is not equipped with driers is not attractive to foreign buyers who suffer heavy losses by shipments arriving in a heated condition. The operators of country elevators are also installing driers and realizing handsome profits from their investments, hence it is but natural that different machinery manufacturers should strive to meet this need of the trade.

The Perfection Grain Drier, made by the Weller Mfg. Co., which is illustrated herewith, consists of a drying cylinder and a cooling cylinder, a steam coil, and a double or two single fans, as is shown by our illustration. The drying and cooling cylinders are of the same construction, being made with three chambers. The inner chamber is connected directly

with the fan and in the drying cylinder receives the dry warm air, while in the cooling cylinder it receives cool air from the other fan. This inner chamber or cylinder is constructed of a specially designed perforated steel which, while it admits the free circulation of air, will not allow an outlet for the grain.

Surrounding this cylinder is another 8 inches larger in diameter forming an air space 4 inches wide about the inner cylinder. This chamber is designed for the grain. The walls of the outer chamber are constructed of the same perforated steel as the inner, thus permitting the free circulation of air thru the walls of the inner cylinder thru the four inch column of grain and thru the walls of the outer cylinder into the outer chamber, which is a cylinder about six inches larger in diameter than the second and made of solid galvanized steel with staggered outlets from the bottom to the top which allow the air to escape.

The air for the drying chamber is drawn into the fan thru large steam coils and heated to any degree desired.

In the base upon which the cylinders rest is a valve as shown in the engraving for controlling the movement of the grain from the inner chamber. It is claimed that this machine can be operated successfully either as a charge drier or as a continuous drier. After the grain has

been taken from the drying chamber it is placed in the cooling chamber and put in condition for shipment. The plant is built of steel hence is fireproof.

Screenings

Only one-fifth of the farm products of the United States are exported.

A gasoline fire may be extinguished with flour, sand, grain or earth; water is useless.

Railroad ties made of cornstalks are the invention of J. T. Shaffer of Rochester, N. Y.

Japan's rice crop is poor, but let the Japanese cheer up. The crop of American breakfast foods is unusually large.—*Chicago Tribune*.

Rusted wheat sown by farmers near Frazee, Minn., gave such a poor crop that the farmers will never again use the shrunken wheat for seed.

The organization of the farmers into unions will make it necessary for the Harvard graduate to wear the appropriate button when he strikes the Kansas wheat raiser for a job as a harvest hand.—*Chicago Tribune*.

When you are up in the cupola and the elevator head pulley gets a hot box run to the end window and whistle to the engineer with both fingers between the teeth. Get the pulley stopped even tho you forget to remove your fingers.

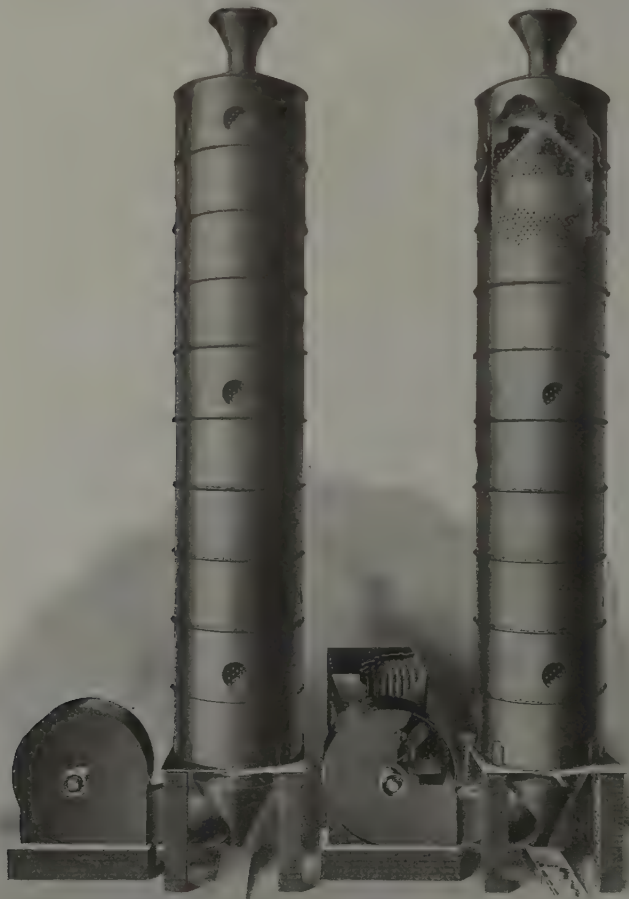
A strike of the grain measurers and weighers union at Amsterdam, Netherlands, Nov. 4, is said to have prevented the discharging of 35 steamers loaded with grain. The strike is due to the introduction of grain elevating machinery, leading to the reduction of wages.

"Well, I see they've cornered linseed oil." "So? Guess that don't interest me any." "Linseed is the same thing as flaxseed, you know." "Eh? Same thing as flaxseed? Why, my wife told me to bring home some flaxseed. Well, dern their pictures, what'll those rascally trusts do next?"—*Cleveland Plain Dealer*.

To determine the capacity of a wheat bin, measure out a bushel of grain and pour it on the floor. Observe carefully how much room it occupies and then figure out how many times this space there is in the entire bin. The result will give you the exact capacity of the bin measured in bus.—Bath Mitts in *Northwestern Miller*.

The natural adaptation of durum wheat to the semi-arid districts of America is demonstrated by the peculiarity of the Kubanka wheat from the Uralsk region of Russia showing an improvement in quality when grown in South Dakota. The original seed as imported gave 14.1 protein, but when grown in South Dakota next year it gave 18.8 per cent.

With the opening and development of Manchurian competition in the flour trade will grow stronger and American millers will be compelled in time to meet lower prices or abandon this market, says a special agent of the U. S. Dept. of Commerce and Labor, now in China. Of course, there is now and will be in the future a strong demand for high grade American flour, but this is confined almost exclusively to a small percentage of the 10,000 foreigners in Shanghai and a few in out ports.



The Perfection Grain Drier.

POWER CAR LOADERS FOR ELEVATORS.

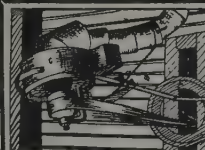


Inquiries—Orders

CLARENCE, ILL., Oct. 23, 1905.
MAROA MFG. CO.,
Maroa, Illinois.
GENTLEMEN:

Yours of the 20th received. We saw one of your loaders in the Rankin Grain Co.'s elevator at Rankin. A few weeks ago we received an inquiry from the above firm which resulted in an order. When the inquirer does not state where he saw our advertisement or heard of our machine, we usually write him for that information so we will know what advertising is paying us the best. While most of them have seen the advertisement somewhere, yet a great many like the above state that they have seen the loader in operation in some one else's elevator, or that it has been recommended to them by another. If there is none near you which you can see, let us send you one on trial.

MAROA MFG. CO., Maroa, Ill.



NELSON Car Loaders

Are O. K.

Shipped on Trial

Write E. B. Nelson
Burchinal, Iowa
Patentee & Mnfr.

If not in need of
a Car Loader you
need a

Nelson Flexible

Spout Holder

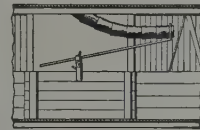
Sold for \$5.00 on

ten days' trial.

E. B. NELSON

Burchinal, Iowa

Patent applied for



TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

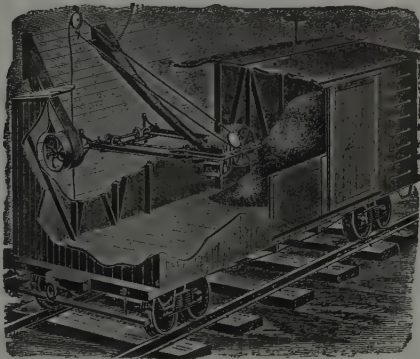
The Western Air Blast Grain Loader

Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

PROGRESSIVE MFG. CO. :: :: PANA, ILL.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. BAUDER

Successor to
E. H. REYNOLDS

STERLING, ILL.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

MONON ROUTE

Four Trains Daily

between Chicago, Indianapolis, Cincinnati and the South, via Monon Route and C. H. & D.

Two Trains Daily

between Chicago, Louisville and West Baden and French Lick Springs.

Three Trains

Chicago to LaFayette.

Parlor Cars on Day Trains,
Palace Sleeping and Compartment Cars on Night Trains.

FRANK J. REED,
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CHICAGO.

CHAS. H. ROCKWELL,
Traffic Manager.

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

Board of Trade Margin Rule Upheld by the Supreme Court

The decision of the Supreme Court of Illinois reversing the Chytraus decision, which had been sustained by the appellate court, substantially declared that the extortion practiced on the victims of the oats corner of July, 1902, was no bar to the rigid enforcement of the rule of the Board of Trade providing for the payment of the deposit of the loser to the winner.

The manipulation by which the price of oats was hoisted to 70 cents per bu., double the real value, was legitimate as long as the transactions were conducted strictly according to the rules of the Board of Trade.

After the close of the sensational oats deal of July, when Wm. S. Warren, then pres. of the Board of Trade, was about to transfer the margins of the defaulters to the firms having oats bot, one of the defaulting firms, Waite, Thorburn & Co., filed a bill in chancery in the superior court of Cook County against A. Duncan Pacaud, Wm. S. Warren, and the Bank of Montreal to enjoin the payment of their deposit to Pacaud. Judge Chytraus laid great stress on the extortion and manipulation which had been wrongfully practiced, and decided in favor of the complainants. In reversing this decision, Justice Hand of the Illinois Supreme Court, on Oct. 25, said:

By section 1 of rule 10 each person becoming a member of the Chicago Board of Trade is required to sign an agreement to abide by the rules, regulations and by-laws.

Section 6 of rule 20 in part is as follows: "Upon the fulfillment or settlement of any contract or upon the closing of any contract under the provisions of section 6 of this rule, deposits upon which have been made, and when the full adjustment of all differences relating to the same shall have been effected, the deposits shall thereupon be payable to the party depositing the same, and the joint endorsement of both parties upon the certificate shall be a sufficient authority to the party holding the deposit to pay the same to the holder of the certificate; or in case of a failure between the contracting parties to adjust and settle their respective claims upon the deposit within three business days after the maturity of all contracts upon which the deposit is applicable, the matter in dispute shall, upon the application of either party to such contracts, be submitted to a select committee of three disinterested persons, members of the ass'n, to be appointed by the pres., which committee shall, without unnecessary delay, summon the parties before them, and hear such evidence, under oath, as either may wish to submit touching their claims to the deposit, and shall by a majority vote decide and report to the pres. of the Board, in writing, in what manner and to whom the deposit is payable, either wholly or in part; whereupon the pres. shall endorse on either the original or duplicate certificate an order for the payment of such deposits in accordance with the decision of said committee, and such order shall be a sufficient warrant to the party holding the deposit to pay the same in accordance with such order."

Section 1 of rule 23 reads as follows: "In case any property contracted for future delivery is not delivered at maturity of the contract, the purchaser may, if he shall so elect, consider the contract forfeited, or he may purchase the property on the market for account of the seller by 1:15 o'clock of the next business day, notifying him at once of such purchase, or he may require a settlement with the seller at the average market price on the day of maturity of contract, and any damages or loss due to

the purchaser by reason of such purchase or declared settlement shall be due and payable by the seller immediately."

The foregoing provisions are the only ones found in the charter or rules, regulations and by-laws of the Board of Trade to which our attention has been called which in any way, even remotely, bear upon the main question presented here for consideration, which is, can a member of the Board of Trade of the City of Chicago resort to a court of chancery to have that court settle the question to whom margins deposited by him under section 1 of rule 20 shall be paid by the depository before resort has been had to the tribunal provided for in section 6 of rule 20 of said Board of Trade to determine that question, or in the absence of a showing that after such question has been submitted to said tribunal that tribunal has, by fraud or otherwise, refused to proceed to hear and determine such question in accordance with the rules, regulations and by-laws of said Board of Trade.

The members of the Board agree, in writing, as a condition precedent to membership, that they will abide by the rules, regulations and by-laws of the ass'n, one of which is, that when a margin is deposited to secure a sale or purchase, if the parties to the contract, after the contract has been closed, cannot agree to whom the margin shall be paid by the depository, a committee consisting of three members of the board shall be appointed by the pres. of the Board, who shall determine that question, which determination shall be certified to the depository by the pres. of the Board upon either the original or the duplicate certificate which evidences the deposit, which endorsement of the pres. shall authorize the payment as therein directed by the depository. We see no reason why this rule should not be binding upon the members of the Board of Trade. The object of the rule doubtless is to provide a method whereby it may be determined promptly after a contract has been closed, to whom the deposit shall be paid, and thereby relieve the members of the Board from the expense and delay of a determination of that question in the courts.

In *People v. Board of Trade*, 45 Ill. 112, Page had been expelled as a member of the Board for a failure to pay a promissory note which he had given to Stevens & Brown, also members of the Board, in settlement of a contract made upon the Board. He sought, by means of mandamus, to be restored to membership. The court, on page 115, after setting out the rule authorizing his expulsion, said: "One of the objects for which the Board of Trade was created, undoubtedly was to promote a high standard or commercial honor and commercial credit in the city of Chicago by securing among the members of the Board a prompt discharge of their pecuniary obligations, contracted in their dealings with each other, without a resort to the expensive and dilatory procedure of a court of law. In order to accomplish this, the charter authorizes the Board to create within itself tribunals of reference and arbitration, by whose decision the members shall be bound."

In *Pitcher v. Board of Trade*, 121 Ill. 412, Pitcher was expelled from the Board of Trade. He filed a bill to restrain the Board from interfering with his access to the floor of the Board and from carrying on his business in that place. The court, in disposing of the case, held that where a person becomes a member of a voluntary ass'n under and subject to the conditions of its charter and agrees to be governed by its rules and regulations and by-laws, among which is one providing for the trial and expulsion of members, and he is charged with one of the offenses named and expelled and the proceedings are regular and in accordance with the rules, regulations and by-laws of the association, the sentence of expulsion will be conclusive on him.

An attempt is made to draw a distinc-

tion between those cases and the case at bar, on the ground that they recognize only the right to discipline the member, while this case involves the property rights of the member. We do not think the distinction a valid one.

In *Ryan v. Cudahy*, 157 Ill. 108, the question to whom the margin should be paid by the depository was submitted to a committee, as provided by section 6 of rule 20. The committee refused, however, to hear evidence that the market price for which the product in question sold on the day the contracts were closed was a fictitious price, and this court held that the refusal to hear such evidence was such an abuse of the committee's power and so far in violation of the rules of the Board of Trade as to justify a court of chancery in assuming jurisdiction for the purpose of determining the market price of the product on the day the contract was closed and stating an account between the parties. The validity of section 6 of rule 20, however, was not called in question, but the rule was fully recognized as being in force and binding upon the parties to the transaction, and the relief was granted solely on the ground that the committee had not proceeded under said rule 20 in fixing the market value and in determining the question to whom said margins should be paid by the depository.

It is suggested that to hold that the question as to whom said margins should be paid, as between the parties to said contracts, must be submitted to a committee as provided by said section 6 of rule 20, would be to permit the parties to contract to deprive the courts of this state of jurisdiction over the subject matter of said deposits. It has been frequently held that parties may agree to submit questions to the arbitration of persons or tribunals other than the regularly organized courts, and that such contracts are valid and will be enforced.

It is also suggested that section 6 of rule 20 is invalid by reason of the fact that it provides for compulsory arbitration, while the charter (sections 7 and 8) only authorizes a voluntary submission. The by-law in question was passed by virtue of section 4 of the charter, which authorizes the ass'n to establish rules and regulations and by-laws for the management of its business, in the manner in which it shall be transacted, etc., and not by virtue of sections 7 and 8, which apply to a different class of subjects and which involve only a voluntary submission. When the complainants became members of the Board of Trade they agreed to be bound by its rules, regulations and by-laws, and as soon as they made a deposit of margins under section 6 of rule 20 they became bound to submit the question as to whom such margins should be paid by the depository, in case of dispute, to a committee appointed under said rule, and were bound by the decision of that committee, unless they could show that the committee, as organized, failed and refused to give them a hearing in accordance with said rule 20, but arbitrarily and without reference to the rules of the Board of Trade refused to consider the question of actual market value and to whom the said depository should pay said margins, in which event, under the authority of *Ryan v. Cudahy*, supra, a court of chancery had jurisdiction to consider those questions, otherwise not. The record before us shows that the complainants are members of the Board of Trade; that when they joined the ass'n, like all other members, they agreed to abide by and be governed by the rules, regulations and by-laws of the ass'n; that they made the contracts and deposited the margins hereinbefore referred to under section 1 of rule 20; that section 6 of rule 20 provided for a committee to determine to whom the deposit should be paid after the contracts were closed in case of dispute; that there was a dispute as to whom the margins, or a part thereof, should be paid; that in lieu of submitting that dispute to a committee, as provided by section 6 of rule 20, this bill was filed. We are of the opinion section 6 of rule 20 is a valid by-law of said Board of Trade and that the bill cannot be maintained.

The judgment of the Appellate Court and the decree of the superior court will be reversed and the cause will be remanded to the superior court, with directions to dismiss the bill.

**Sold 100,000,000 Calls and
16,000,000 Puts.**

B U R O W N B R O K E R

Smiling cheerfully, as if he was describing a game of golf, Joseph Leiter outlined the story of his famous attempt to corner wheat in 1897 before an audience which crowded Judge Greenbaum's court in New York one morning recently.

Mr. Leiter appeared before Judge Greenbaum as defendant in a suit brought by William F. Zeller of Allen, Greer & Zeller, who were his brokers during the historic "corner." Zeller is suing to recover \$52,021.97 with interest since Dec. 15, 1898, on a note given by Leiter to settle his account with the firm after the "corner" collapsed and buried him.

"Have you had some experience with puts and calls?" he was asked by his attorney.

"Some," he answered with a cheerful grin.

"How much?"

"Well, I sold 100,000,000 calls and 16,000,000 puts."

"And you understand what they mean?"

"Indeed I do," with emphasis.

"Did you deal extensively in wheat at one time?"

"Somewhat. I once held calls on 98,000,000 bushels of wheat," was the quiet response, while the jurors stared in amazement.

Then Mr. Leiter told how the room in the Grand Pacific hotel where he and his associates took their luncheon, was furnished with tickers and telephones and that he ate with a receiver to his ear.

"At one time that summer," he said, "we controlled most of the visible supply of wheat."

"Was there any intention that the wheat called for in these contracts should be delivered to you?"

"Not if I could help it."

Then his counsel questioned the legality of the claim upon the note, asserting that it was the outcome of gambling transactions; that "puts" and "calls" or options in wheat were nothing less than wagers and that no recovery could be had, therefore, upon the note.

In answer to the complaint against him Mr. Leiter explained that he gave the note to his brokers believing he owed them that amount, but that he had been deceived, the entries in the books of the firm being falsified, and not containing many items with which he should have been credited, the aggregate of which far exceeded the amount of his indebtedness.

At a later session of the court the Justice ordered Joseph Leiter to pay W. J. Zeller \$69,767. An appeal has been taken.

Macaroni wheat is being sold in large quantities to go to France and Germany.

Duties on corn, beans and rice entered at Nicaraguan ports on the Pacific have been removed until Dec. 31, 1905, owing to the failure of these crops. American corn is quoted at \$8.46 per 288 pounds, equal to \$2.94 gold.

Japan is to establish a line of steamers to South America, to get cheap wheat from Argentina, says an industrious press agent. Gazing thru a curved telescope half way around the globe from Washington, D. C., to Tokyo, the voracious correspondent observes that "Rice eating is giving way a good deal to bread made from wheat or from a mixture of wheat and rice or other cereals."

Negotiate the sale of your elevator yourself, keep the commission and know that the sales agent is not handsomely rewarded by buyer for inducing you to reduce your price.

We list your property and place probable buyers in communication with you free of charge, but if sale is made through your having listed it with us we expect you to report date of sale and send us \$2 for our trouble. No sale, no fee.

If our proposition meets with your approval fill in the blank spaces of form given below and forward by early mail to

ELEVATOR SALES AGENCY
Room 505, 261 La Salle St., Chicago, Ill.

Price.

Terms.

Location.

R. R.

Owner of Land.

Capacity.

Cribbed or Studded.

Small Grain Storage.

Ear Corn Storage.

Stands of Elevators.

Size of Buckets.

Number of Dumps.

Make and Capacity of Sheller.

Make and Capacity of Cleaner.

Other machinery.

Iron Clad.

When Painted.

Number and make of Scales.

Their Capacity.

Kind, Make & Power of Engine.

H. P. of Boiler.

Location of Engine House.

Remarks.

No.

Supreme Court Decisions

Where there is a sale by sample, and not by description merely, title does not pass absolutely until there has been an opportunity for inspection.—*Gardiner v. McDonough*. Supreme Court of California. 81 Pac. 964.

A landlord, by virtue of his lien, has no right of possession as against the tenant, and a levy on a tenant's interest in a crop, where the crop is not removed from the premises, is valid.—*Groesbeck v. Evans*. Court of Civil Appeals of Texas. 88 S. W. 889.

Shippers of goods, having unconditionally sold them while in transit, are not trustees of an express trust with relation thereto, so as to be entitled to maintain an action, for the benefit of the purchasers, against the carrier, for failure to deliver.—*Sweeney v. Waterhouse*. Supreme Court of Washington. 81 Pac. 1,005.

On a sale of 70 bushels of flax mixed with flax of like quality and grade, the mere fact that there has been no separation of the part sold from the mass will not prevent the title from passing if the parties intend that title shall pass and the property sold has been identified.—*O'Keefe v. Leistikow*. Supreme Court of North Dakota. 104 N. W. 515.

A warehouseman, beset by adverse claimants to the goods deposited with him, may maintain an interpleader suit without waiting for the institution of an action for conversion by one of the claimants and then procuring an order requiring the other to interplead.—*Beebe v. Mead*. Supreme Court of New York, Appellate Division. 91 N. Y. Supp. 51.

One who takes a mortgage on a crop to be produced in the future does so with notice of the liens of laborers employed in producing the crop, especially where the contract with the laborer and the commencement of his labor are prior to the execution of the mortgage.—*Sheeks-Stephenson Store Co. v. Richardson*. Supreme Court of Arkansas. 88 S. W. 983.

Where a carrier accepted goods for transportation under a limited liability contract, the burden was on it, in an action for injuries to the goods, to establish, not only that the cause of the loss was within the limitation, but that the loss and the cause thereof were without negligence on its part.—*Southern Ry. Co. v. Levy*. Supreme Court of Alabama. 39 South. 95.

In order that a shipper of hulls may recover damages to cattle which he was feeding, caused by delay in the transportation of the hulls, he must show that the carrier was notified of the special circumstances from which such damages would probably flow in case of delay.—*Daube & Kapp v. Chicago, R. I. & Tex. Ry. Co.* Court of Civil Appeals of Texas. 86 S. W. 797.

Where a carrier was not notified, until after the contract of shipment, had been entered into that the goods were desired for a special purpose, which necessitated their prompt delivery, the carrier was not liable for special damages caused by the failure to deliver promptly.—*Chicago R. I.*

& P. Ry. Co. v. C. C. Mill, Elevator & Light Co. Court of Civil Appeals of Texas. 87 S. W. 753.

Where a rice milling company made advances to a person who shipped rice to it for sale, out of the proceeds of which the milling company was to reimburse itself, the milling company owed to the shipper the duty of exercising ordinary diligence to sell the shipper's rice at the best price obtainable in the market, and to render him a true account of the sale.—*Bouldin v. Atlantic Rice Mills Co.* Court of Civil Appeals of Texas. 86 S. W. 795.

Where, in an action against a carrier for injuries to goods, one of defendant's pleas raised an issue of contributory negligence, and also denied that the goods were damaged while in defendant's possession, and that it was only liable under the bill of lading for injuries occurring while the goods were in its possession, defendant was bound to sustain the truth of both such defenses.—*Walter v. Alabama Great Southern Ry. Co.* Supreme Court of Alabama. 39 South. 87.

Where a carrier makes a discrimination in favor of a shipper by contracting to carry his goods at a lower rate than they should bear, in violation of Hurd's Rev. St. 1903, c. 114, §§ 125, 126, and carries them at that rate, it cannot, after the goods have reached their destination, charge an additional amount of freight, sufficient to bring the total charge up to the proper rate, and refuse to deliver them until the additional freight is paid.—*Illinois Central R. Co. v. Seitz*. Supreme Court of Illinois. 73 N. E. 585.

In the purchase and sale, through brokers, of stocks on margin, the customer's collateral offered to a broker to meet necessary margins, which is receivable, under the rules of the exchange, to meet a call for additional margin, must be accepted to the amount of its market value, but collateral which is not receivable under the rules of the exchange need not be accepted, in the absence of special agreement to the contrary.—*Ling v. Malcolm*. Supreme Court of Errors of Connecticut. 59 Atl. 698.

The mere receipt and recognition by a warehouseman of an order made out by a member of a firm, transferring title to goods in the warehouse from the firm to the member individually, does not preclude the warehouseman from questioning the validity of the order by a suit to compel the individual to interplead with another claimant of the goods under a subsequent order made out by the firm, in the absence of the existence of elements of estoppel.—*Beebe v. Mead*. Supreme Court of New York, Appellate Division. 91 N. Y. Supp. 51.

In an action by a shipper against a carrier to recover for the loss of a shipment destroyed by a flood, when the goods were in a car in defendant's yard, and the removal of the car to a place of safety was difficult, if not impossible, evidence that another carrier moved cars of freight out of such yard before the inundation was improperly received, in the absence of any showing that the carrier which removed its cars had no better facilities for removing them than defendant.—*Grier v. St. Louis Merchants' Bridge Terminal Co.* St. Louis Court of Appeals, Missouri. 84 S. W. 158.

In an action by a rice milling company to recover a balance alleged to be due

from defendant on account of advances on shipments of rice to plaintiff sold for the account of defendant, and the net proceeds applied to advances, on the issue of whether the rice was sold at its market value, and the defendant credited with the proceeds, the testimony of the person who graded the rice as to its quality and grade, based on what the books of the milling company showed, and not on his personal recollection, was inadmissible.—*Bouldin v. Atlantic Rice Mills Co.* Court of Civil Appeals of Texas. 86 S. W. 795.

Where, in a suit against a connecting carrier for injuries to goods, there was evidence that the defendant was the discharging or delivering carrier, and that the goods were received in a damaged condition, though delivered for shipment in good condition, the burden was on the defendant to show that the goods were not injured while in its possession, but were delivered in the same condition they were received from its connecting carrier, though the shipment was made under a contract limiting the liability of each carrier to injuries occurring on its own line.—*Walter v. Alabama Great Southern Ry. Co.* Supreme Court of Alabama. 39 South. 87.

In an action against brokers for damages for alleged unauthorized sale of stocks carried for a customer on margin, in determining when the customer had the first reasonable opportunity to replace the stocks sold, his financial ability to do so is not an element to be considered, though, when he has sufficient means, he is entitled to a reasonable time to convert his securities into cash to raise the sum required to replace the stocks. In such case, damages resulting from loss of profits by a subsequent advance in the price of the stocks wrongfully sold are special, and therefore not recoverable unless alleged in the complaint.—*Ling v. Malcolm*. Supreme Court of Errors of Connecticut. 59 Atl. 698.

In *Page v. Edmunds*, 23 Supreme Court Reporter, 200, the United States Supreme Court again holds that a seat in a stock exchange which stands in the name of an individual may be partnership property, and pass to the trustee in bankruptcy. In the particular case the partnership articles provided that there should be contributed to the capital stock, for the purpose of carrying on the firm, the seat in the New York Stock Exchange owned by one of the parties. This seat was regarded as capital at an agreed valuation, and the firm was to pay the partner owning it interest at this valuation. The firm thereafter paid the dues and assessments chargeable against the seat, and these expenses were charged upon the books as those of the firm. The suggestion that the membership was a personal privilege, and not property, was met by the court by a quotation from *Sparhawk v. Yerkes*, 12 Supreme Court Reporter, 104.

The United Millers Ass'n of Mexico, represented by Cortlandt B. Woods of the City of Mexico, has recently contracted with the Capital Grain Co., of Guthrie, Okla., for the shipment of 500,000 bus. of wheat to Mexico. On account of the limited quantity of wheat available in Oklahoma only 200,000 bus. will be shipped from Guthrie, the remaining 300,000 bus. being shipped from Duluth, Minn., by lake and ocean to Tampico, Mexico.

Corn in Kansas.

To saw? To split?
That's the question.
Whether it is better to rip 'em up
Or get an ax
And smite them.
To feed, to eat, perchance to choke—
Aye, there's the rub.
For if we cleft them not
The steers can't eat the corn this year.
Whether it is better to buy a mill
And saw the ears,
Or get an ax and sweat and toil
And hew them down to size
Where the steers can get them in their
faces.—Kansas Agriculturist.

Starting the Gasoline Engine.

Cold has the effect on gasoline of making the liquid evaporate more slowly. In cold weather it often happens that the air of the engine room is cold, the engine cold and the gasoline also quite frigid. Slow evaporation of the gasoline sometimes prevents the starting of the engine, since the gasoline collects on the bottom of the cylinder instead of mixing with the air as required for the explosion.

Evaporation is assisted by sucking the gasoline into the cylinder slowly, giving it time to vaporize. By squirting a little more than the usual quantity of gasoline from a can into the cylinder the mixture with the air can be increased to explosive strength. Whatever the condition of the engine may be it is necessary to draw into the cylinder a quantity of the fuel, together with a certain proportion of air, forming a mixture which will ignite and explode. If the quantity of either fuel or air is too great or too little the mixture may not ignite and the engine fails to start.

Another condition confronts the operator after the engine has been running for some time. The cylinder then is hot; and the gasoline on being introduced into the cylinder evaporates completely and almost instantly. When, after a temporary shut down, the operator attempts to start while the engine is still hot, he sometimes fails to get it going, greatly to his astonishment. Feeling absolutely certain that he has gone thru the identical performance that started the engine in the morning he is at a loss to account for the failure to start, the mystery being enhanced by the fact that the engine was running only 5 minutes before. The explanation is simple. The complete evaporation of the gasoline in the warm cylinder made a mixture too rich in gasoline, so much gasoline that the mixture could not ignite. The remedy is to use less gasoline in starting a hot engine.

The latest authoritative estimate of the consumption of wheat per capita in different countries has been made by W. S. Patterson of the Liverpool Corn Trade Ass'n. for the British Royal Commission on the Supply of Food in Time of War. The importing countries use a larger per capita than the exporting countries. Each inhabitant in importing countries consumes each year the following quantity of wheat, in bus.: France, 7.8; Belgium, 7.2; Switzerland, 5.7; United Kingdom, 5.6; Spain, 5.3; Italy, 4.4; Holland, 3.9; Austria-Hungary, 3.6; Greece, 3.3; Germany, 3.2; Portugal, 2.3 and Sweden, 2.0. Exporting countries consume per capita: Canada, 5.5; Australia, 5.5; United States, 4.7; Balkan Provinces, 4.3; Argentina, 4.0; Russia, 2.6, and India, 0.7.

Indicted for Frauds in Railroad Rebates.

Out of the vast number of instances in which the firm of S. Zorn & Co. profited by false expense bills the federal grand jury has selected nine in which the proof of guilt is most conclusive as a basis for the indictment of Sebastian Zorn and Thomas G. Williams, composing the firm, and Jesse A. Bushfield, their chief clerk, upon charges of violating the interstate commerce law by accepting rebates and by using false and fraudulent expense bills.

S. Zorn & Co. are charged with having used fraudulent expense bills on the following shipments:

Aug. 12, 1904, 32,000 lbs. oats, Louisville to Birmingham, rate \$9.60 less than legal rate of \$54.40.

Aug. 13, 1904, 40,000 lbs. oats, Louisville to Columbus, Ga., I. C. R. R., rate \$12 less than legal rate of \$92.

Oct. 1, 1904, 40,000 lbs. oats, Louisville to Birmingham, L. & N. R. R., rate \$12 less than legal rate.

Aug. 18, 1904, 36,210 lbs. oats, Louisville to Fitzgerald, Ga., I. C. M. & O. and Seaboard Air Line, rate \$10.87 under legal rate.

Aug. 20, 1904, 32,000 lbs. oats, Louisville to Columbus, L. & N. and Seaboard Air Line, rate \$16 less than legal rate.

Sept. 6, 1904, 45,584 lbs. corn, Louisville to Talladega, Ala., L. & N. R. R., rate \$13.67 less than legal rate.

ILLEGAL REBATES.—S. Zorn & Co. are charged with having accepted rebates on grain shipments from the Louisville & Nashville, Southern, New Orleans & Texas Pacific and Seaboard Air

Line Railroads on the following three shipments:

From L. & N. R. R., \$8.72, being 3c per 100 lbs. on 32,284 lbs. of oats shipped Sept. 3, 1904, Louisville to Atlanta, Ga.

From Southern and N. O. & T. P. R. R., \$16.80, being 3c per 100 lbs. on 56,000 lbs. of corn shipped Aug. 26, 1904, from Louisville to Talladega, Ala.

From L. & N. and Seaboard Air Line, \$7.80, being 3 cents per 100 lbs. on 26,000 lbs. of oats shipped Aug. 25, 1904, from Louisville to Columbus, Ga.

On complaint by grain dealers at East St. Louis, Cairo and Evansville hearings leading to the indictment of S. Zorn & Co. were held at Louisville, Ky., July 14-18, by Interstate Commerce Commissioners Cockrell and Clements, as reported at length in the Grain Dealers Journal for July 25, page 128.

The duplicated expense bills introduced at the hearing were admitted by counsel for all parties interested to have been in many cases forged from beginning to end. Other bills had been obtained by erasing such words, for instance, as "bricks" and writing in "wheat." Every one of the bills introduced in evidence July 17 was in favor of the single firm.

From the recent low point of 95½ cents for the December option the Duluth flaxseed market made a sharp advance to \$1.06 on shorts covering. Trade is heavy. The American Linseed Co., which is the biggest interest in the trade, and the country elevator men are the leading sellers; with a big seed firm, a Buffalo crusher and a paint company the buyers on the break.

Sunshine Every Day in Colorado

The kind of sunshine that begins early in the morning, remains steadily at work until late in the afternoon, and keeps you snug and warm without an overcoat or heavy wrap! The kind of sunshine that draws you out-of-doors and holds you there day after day until you feel like a new being! The kind of sunshine that prompts you to say "Good morning" as though you mean it!

A folder showing the actual records of Colorado's sunshine may be obtained free of P. S. Enstis, "Q" Building, Chicago

Grain Carriers

A line from Cody, Wyo., to Salt Lake U., has been projected by the Burlington.

Fort William shippers recently paid the exorbitant rate of 5c on wheat to Buffalo.

More than 30 boats having 4,000,000 bus. of grain afloat are waiting to unload at Buffalo.

The schooner Minnedosa, with 75,000 bus. wheat and 9 men, sank recently in Lake Huron.

Winter storage vessel room for 6,250,000 bus. has been chartered by shippers at the head of the lakes.

Eighty cars loaded with wheat stood for a week at Bordulac, N. D., as no engine could be had to haul them.

The Milwaukee's extension has been graded for 70 mi. west of Chamberlain, S. D., and completed to Presho.

A conference of railroad and shipping interests was held recently at Hot Springs, Va., on the uniform B-L.

The 11th annual convention of the Ohio Valley Improvement Ass'n will be held at Cairo, Ill., Nov. 15, 16 and 17.

Contracts have been let for building the 165 mi. of the Pierre, Rapid City & N. W. from Pierre to Rapid City, S. D.

The Columbus & Lake Michigan will build from Defiance, O., to Coldwater, Mich., and from Lima, O., to Columbus, O.

When the 78,000-bu. corn cargo of the steamer Phoenix recently was discharged at Detroit, Mich., 17,000 bus. was found to be wet.

The Chicago, Anamosa & Northwestern, which is to connect Anamosa and Waterloo, Ia., will complete much of its line this fall.

The steamer Olympia has been chartered for 6 months beginning Nov. 10 to carry wheat from Portland, Ore., to San Pedro, Cal.

The Illinois Central and the Southern Railway jointly have acquired the Tennessee Central Railroad, including valuable terminals at Nashville.

Contracts for 25,000 freight cars have just been awarded by the New York Central Railroad. This is the biggest order for cars ever placed.

Frank Barry has resigned his position as an investigator for the Interstate Commerce Commission to take up the work of the Commerce Law Convention at Washington.

The steamer Weeks was chartered at Duluth recently at 4c for Buffalo with the New York Central and Erie consignment barred. A small boat was placed at Duluth for Kingston at 6½c on wheat.

A steamer having a carrying capacity of 10,500 tons and costing \$410,000 has been contracted for by W. A. & A. H. Hawgood to be built at Lorain, O. Its tonnage is equivalent to 350,000 bus. of wheat.

Senators Dolliver of Iowa and Cullom of Illinois held a conference with Pres.

Roosevelt Nov. 2 on railroad rate regulation, in which the pres. made it clear that he will continue his determined fight for adequate powers for the Interstate Commerce Commission.

Fort William harbor will be open later than usual, navigation being kept open by an ice-breaking steamer, employed this winter for the first time. With Fort William elevators fast filling and grain rates to Buffalo abnormally high vesselmen will prolong navigation to the extreme limit.

The steamer Siberia was beached recently at Long Point, Lake Erie, with a cargo of 91,000 bus. barley. The steamer had 11 ft. of water in the hold and was sinking fast when discovered by the steamer Wade, which towed the vessel from deep water to Long Point, where it sank in 19 ft. of water.

Grain shipments from Chicago by lake during October aggregated 6,286,000 bus., against 8,206,000 a year ago and 19,543,000 bus. 2 years ago. The small movement is due to the regular line boats having their cargo space taken up with more profitable package freight, to the strong competition of the all rail routes, and to the congestion at Buffalo.

On complaint by grain dealers and millers the Dominion Transportation Commission has directed its traffic officer to furnish such facts regarding the position of the Grand Trunk and the Canadian Pacific and the delay and inconvenience suffered by shippers, as will enable the Commission to give a speedy remedy. The Commission is unwilling to issue an order on the complaint from the millers without hearing from the railroads.

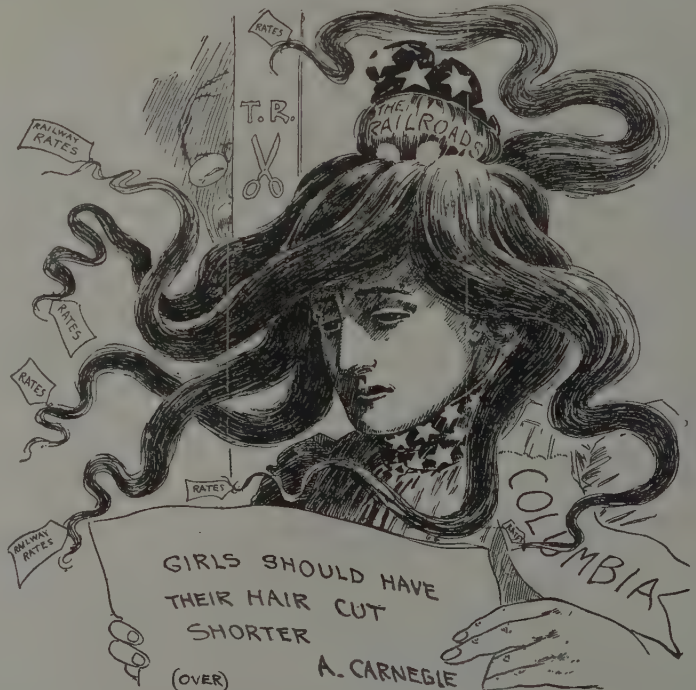
The Burlington and the Union Pacific are rivals in the construction of lines up

the North Platte Valley. The Burlington will build 250 mi., starting near Bridgeport, Neb., passing thru Deuel, Keith, Lincoln, Dawes, Frontier, Gosper, Phelps and Buffalo Counties. The Union Pacific will begin at O'Fallon and run to Northport, running thru Cheyenne, Lincoln, Keith and Deuel Counties. The Union Pacific will take the north side of the river and the Burlington the south side.

At a meeting of the western roads at Chicago Oct. 24 rates on grain from Missouri River points were advanced ½ to 24c per 100 lbs. Effective Jan. 1 the new rates will be, Missouri River to Chicago, wheat, 12, other grains, 11; to St. Louis, wheat, 9, other grains 8; Kansas City to Minneapolis, 12 and 11; Kansas City to Memphis, 13 and 12; Kansas City to New Orleans, 18 and 17; Omaha to Minneapolis, 11 and 10; Omaha to Memphis, 14 and 13; Omaha to New Orleans, 19 and 18.

Testimony was heard Oct. 24 by Interstate Commerce Commissioner Prouty at Detroit, Mich., in the complaint of the Richmond Elevator Co., of Richmond, Mich., against the Pere Marquette R. R., for discrimination in the furnishing of cars at Memphis, Doyle, Valley Center, Avoca and Crosswell. For want of cars hay had to be held 3 to 6 months, during which time plaintiff sustained loss of \$14,000 by reason of shrinkage, storage, insurance, extra handling, damage by rain and decline of the market. Additional evidence will be taken at Cleveland, O.

A. A. Wright, a vesselowner of Toronto, Ont., has written the Dominion Railway Commission, complaining of the poor facilities furnished by the railroads for moving grain unloaded from boats at the Georgian Bay elevators. The Grand Trunk, especially, is condemned for favor-



A Chance to Test Mr. Carnegie's Theory.

—Chicago News.

ing its own steamers, the Geo. Orr, Arthur Orr and the Kearsarge, in the discharge of grain at Depot Harbor to the partial exclusion of Canadian vessels from Fort William. The Grand Trunk is providing cars for only 100,000 bus. per day, while its three steamers bring in 300,000 bus. weekly from Chicago, leaving only 50 to 60 cars per day to serve Canadian shippers. Mr. Wright would compel the Grand Trunk to divert some of the cars used in its Chicago traffic to the Georgian Bay ports.

How an Agent Digs Out a Rate.

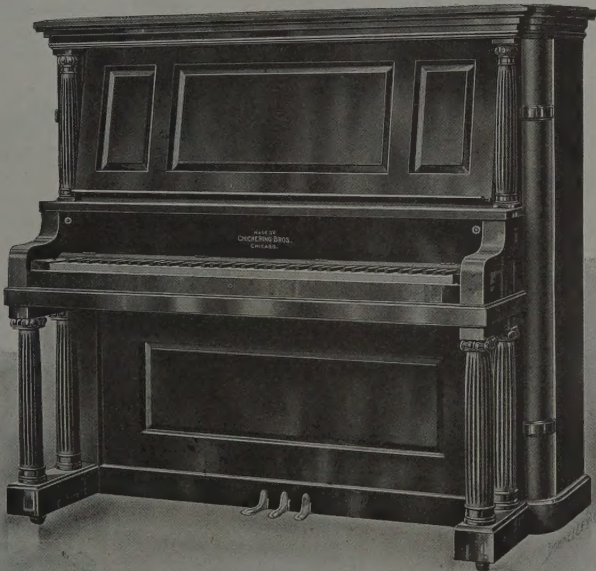
The railroads themselves find the present rate system so complex that it is often a difficult task to get an unfamiliar rate—and that in spite of the employment of highly expert clerks. I went into a district freight agent's office in a Western city to see for myself what the local rate-problem really was—in its bare, clerical aspects. I asked for the rates on a certain shipment from a small town in Texas to a certain town in Iowa. I was referred to the highly expert rate-clerk. He showed me a cabinet of sixty drawers, full of tariffs—and these tariffs applied to only one division of one railroad. My rate-clerk went at the task full of ardor.

He surrounded himself first with a small-sized library of books and pamphlets, he turned to indexes, he pounced upon a bulky yellow volume of rates.

"Here it is," he said; "now hold on until I look for the supplements."

It seems that there were forty or fifty supplements. When he found what he wanted in the supplements he had to look among the exceptions, then he cast his eye upon the "general instructions," then upon the special rates and conditions, and having calculated the group rates and referred to certain arbitraries, he at last, at the end of an hour's hard work, gave me the rate, although he assured me at the same time that before I shipped he would like to verify his findings. Expert ratemen themselves often flounder in their own fog of perplexity, a fog which, as I shall show in another article, is often purposely created, that it may cause a profitable perplexity.

Many higher officials of the road themselves, according to their own often repeated testimony, know next to nothing about the intricacies of rate-making. So long as the rates earn dividends, no questions are asked of the rate-man, no matter how cumbersome and complicated the whole system may have become, no matter how trying to the patrons of the road.—From The Railroad Rate, by Ray Standard Baker, in *McClure's Magazine*.



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COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT
LUMBER DISTRICTS,
MINING DISTRICTS

of the West and Northwest, and affords the best means of transportation to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

MARVIN HUGHITT, Jr.,
Freight Traffic Manager,

E. D. BRIGHAM,
Gen'l Freight Agent,

NWS13

CHICAGO.

The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

Supply Trade

Courageous, intelligent, persistent advertising means the largest possible success in any particular line.

Charles W. Lewis and Ralph H. Tuttle have opened a factory at Topeka, Kan., for the manufacture of grain separators.

Fred Friedline has employed A. C. McDonell, formerly with Jas. Stewart & Co., as foreman of construction, and he is at present at work at Memphis, Tenn.

The Barnett & Record Co., of Minneapolis, Minn., capital stock \$125,000, has been granted an Illinois charter with \$7,000 capital stock.

The Hall Grain & Seed Separator, Grader & Purifier Co. has been incorporated at Winfield, Ia., with a capital stock of \$3,000, by Thomas J. Hatfield and others.

The B. S. Constant Co., of Bloomington, Ill., was granted letters patent, Oct. 17, upon the new U. S. Corn Shelter. The company is having a nice trade on this shelter.

Dead ads. may help publications which lack standing and circulation in catching live ones, but how chagrined the live ones will feel when they learn that they are the only ones paying the toll.

The Strong & Northway Mfg. Co., of Minneapolis, Minn., has let the contract for its new plant. It will be of brick and stone, 66x150, three stories. It will be of reinforced concrete, fireproof construction and will cost \$40,000.

The Mattoon Grain Conveyor Co. has been incorporated at Mattoon, Ill., to manufacture machinery and farm implements. The capital stock is \$9,000, and the incorporators are J. P. Babb, J. M. Akers and Chas. C. Carter.

Gardner E. Throop, for many years engaged in the manufacture of grain cleaning machines, at Buffalo, N. Y., died recently aged 89 years. His business in late years has been confined to the perforating of metal for grain cleaners, and will be continued by his son, Charles Throop.

Sprout, Waldron & Co., of Muncy, Pa., have issued a catalog, No. 20, handsomely printed in two colors of ink and with cover artistically embossed. With its 119 pages devoted exclusively to feed and meal mill machinery this book should be in the hands of every feed miller and every grain elevator operator who contemplates installing feed grinding equipment. Copies will be sent to Journal readers for the asking.

The Portable Elevator Mfg. Co., of Bloomington, Ill., has issued a 16-page catalog describing and illustrating the Little Giant Grain Dump and Elevator, the tilting elevator and feeder, the shifting conveyor, the stationary drag, the dump jack and horse power. For filling double cribs the stationary drag or shifting conveyor in connection with the Little Giant Elevator is one of the best combinations devised for utilizing the full capacity of the cribs, filling both cribs without resetting. Readers of the Grain Dealers Journal will be sent a copy of

the catalog on application to the company.

We are pleased to announce that the Foss Engine, manufactured by the Foss Gas Engine Co., of Springfield, O., received a gold medal as the best single cylinder horizontal gas engine at the Lewis-Clark Exposition at Portland, which just closed. The Foss Engine has taken medals at all the expositions where it has been shown and the company advises us that they have received many first prizes at various state fairs this fall. The popularity of this engine is such that the facilities of the company's plant are overtaxed to fill orders, hence a further addition to the plant is now under consideration.

Iowa's Corn Crop 350,000,000

An interesting controversy has arisen in Iowa between Director John R. Sage of the Iowa weather and crop service and John Cownie, government crop reporter.

Mr. Sage insists that corn in Iowa this year is going to be a banner crop; Mr. Cownie insists that it is going to be a dire disappointment. Mr. Sage would not estimate the yield at less than 350,000,000 bushels under any circumstances. Mr. Cownie doubts if it will be 300,000,000 bushels. The yield last year, which was an extremely poor and discouraging season, was about 325,000,000 bushels.

Mr. Cownie says that Mr. Sage is a bear and Mr. Sage declares Mr. Cownie is a bull. They are good friends personally but they never could agree on the crop yield and other matters connected with agriculture, for Mr. Cownie says that Mr. Sage persistently follows the policy of reporting big crops so as to place Iowa in the front column in the matter of yield, irrespective of what such estimates do to the prices of corn and other grains; while Mr. Sage insists that Mr. Cownie wants to make the yield appear low all of the time so that the prices will stay up.

Mr. Cownie is a practical farmer and has been for forty years in Iowa county. He has been government crop reporter for Iowa for twenty years or more. He is a member of the state board of control, in charge of all of the state institutions, and has charge of the 18,000 acres of land owned and farmed by the state at the different institutions. He is travelling all the time.

Last year in Iowa many of the fields in the northern part of the state produced little or no corn on account of excessive moisture. This year the northern part of the state will produce a better crop than southern Iowa. This fact leads grain men generally to agree with Mr. Sage that the yield of 1905 will exceed that of 1904 by several millions of bushels.

The Irish wheat crop, and especially in the County Dublin, has been much better than usual this season; but it is quite too limited in quantity and too unsatisfactory in quality to have the slightest effect on the price of bread. For bread-making purposes, in fact, it does not count at all, and millers will not touch it. It is from foreign wheat that they produce the flour for baking, and they get their supplies chiefly from Odessa, Belgium, France, Australia, and also from America.—Consul Moe of Dublin.

Patents Granted

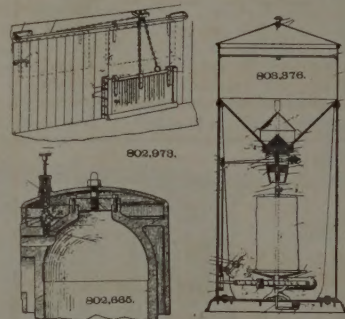
Gasoline Engine. No. 803,078. Henry E. Thompson, Chicago, Ill.

Internal Combustion Engine Regulator. No. 803,339. Albert N. Hatherell, Appleton, Wis.

Valve Actuating Mechanism for Explosive Engines. No. 803,032. Lorenzo D. Toliver, Abilene, Kan.

Speed Regulator for Explosion Engines. No. 802,540. Geo. A. West, Buffalo, N. Y., assignor of $\frac{1}{2}$ to A. M. West, Buffalo.

Grain Door for Cars. No. 802,973. (see cut) Lottie Casteel, Marion, Ia. The door is mounted in vertical guides at opposite sides of the door frame and is



raised by chain passing over a pulley and then drawn aside on a track hung under the car roof.

Explosion Engine. No. 802,665. (see cut.) Richard H. Scott, Lansing, Mich., assignor to the Olds Gasoline Engine Works, Lansing, Mich. A jet of water is injected into the cylinder from the water jacket to cool the cylinder after previous explosions. The water is injected directly into the port supplying the explosive mixture.

Automatic Weighing Machine. No. 803,376. (see cut) Frank F. Wear, San Francisco, Cal. The spout leading from the hopper is closed by a valve having a sharp lower edge adapted to strike the surface of the hopper at a right angle and cut into two any granular material caught therebetween. The weight of the material filling the sack resting on the scale-pan tilts the beam oscillating between fixed check pins. The end of the scale beam passes thru a loop in a vertically moving rod operating the valve. Before the full amount has fallen upon the scale-pan the valve is closed by an equalizing lever bearing down upon the long arm of the scale-beam.

The situation in corn is becoming quite bullish. Husking returns are showing disappointing yields almost everywhere and the final government report is quite likely to show less than 2,500,000,000 bu. The three largest successive crops ever grown in 1902, 1903 and 1904 averaged in price about 50c per bu., and I believe this year's crop is worth as much.—Edw. G. Heeman.

Fire Insurance Companies

ESTABLISHED 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers

MUTUAL FIRE INSURANCE CO.
of Lansing, Mich.

Assets.....\$1,456,464
Losses paid.....1,305,884
Net cash assets.....291,000

Millers' Mutual Fire Insurance Association of Illinois.

ALTON, ILLINOIS.

"In times of harvest lay aside a portion for a rainy day." Isn't that good advice? Well then, carry your insurance in this Company. In twenty-seven years of Underwriting we have saved about one-half of the cost of insurance to Policy-Holders. Think of what that means. Instead of paying \$100 a year only \$50. Isn't that good practice?

Cash Assets\$ 167,000.00
Net Cash Surplus 97,000.00
Deposit Notes..... 1,025,000.00
We write mills, elevators, grain warehouses and stock in them, for a long or short term as required. Write to our office and see for yourself.
D. R. Sparks, Pres. A. R. McKinney, Secy.

LOW COST

FOR

SHORT TERM INSURANCE

Why pay high cost of short rates when you can get short time insurance at pro rata or better in the



INDIANAPOLIS, IND.

Quick service is given by use of telegraph with immediate delivery of binder by mail where "open policy" is used. Information of methods furnished by

C. A. McCOTTER, Sec'y.
INDIANAPOLIS, IND.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

Reliable Insurance...

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$4,101,731.91

Net Cash Surplus, \$674,096.53

W. L. Barnum, Sec'y.

YOUR COST FOR INSURANCE

on grain elevators and contents if written with the Elevator Underwriters will be the lowest you have ever obtained.

A Trial Policy

will convince you of the merits of this plan of insurance. For particulars address

U. S. Epperson

Attorney and Manager

407-408-409 KEMPER BLDG.

KANSAS CITY, MO.

Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

MILL OWNERS

MUTUAL FIRE INSURANCE CO.
DES MOINES, IOWA

Insures Elevators, Mills, Warehouses and Contents. Oldest Mill Mutual in America.
J. G. Sharp, Secretary

SAVED TO MEMBERS OVER \$1,300,000

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/4 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Line Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/4 x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle St., CHICAGO, ILL.

Elevating, Conveying and Power Transmission Machinery



We manufacture a full line of

Shafting	Boots
Pulleys	Turnheads
Bearings	Bin Bottoms
Couplings	Spouting
Rope Sheaves	Trippers
Sprocket Wheels	Power Shovels
Link Belting	Belting, Etc.



Send us your specifications for estimates. Largest manufacturers of grain elevator machinery west of the Mississippi.

KINGSLAND-KAY-COOK MFG. CO.
ST. LOUIS

Chicago Office, 401 Monadnock Bldg.

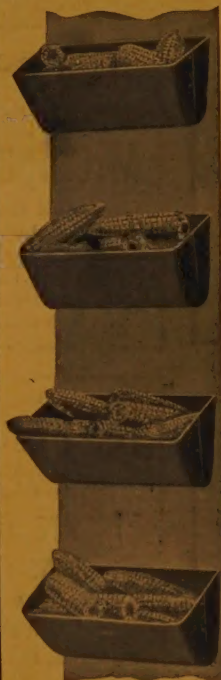
Elevator Buckets

for all purposes are but a lesser part of our extensive line of

Elevating and Conveying Machinery

for use in

Grain Elevators and Flour Mills



Webster M'fg Co.

1075-1097 West 15th Street, Chicago

ARE you interested in equipment which reduces operating expenses? I have an appliance which will do the work now done by your fireman; will lessen the fuel bill, reduce the insurance rate, and in addition will give you a clean plant.

The expense of installing is nominal and I guarantee good returns on the investment. Write for booklet describing my device.



H. L. DAY,

1118-26 Yale Place,

MINNEAPOLIS, MINN.

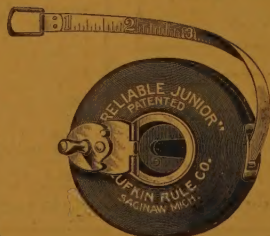
LUFKIN STEEL TAPES

ARE
INDISPENSABLE
FOR

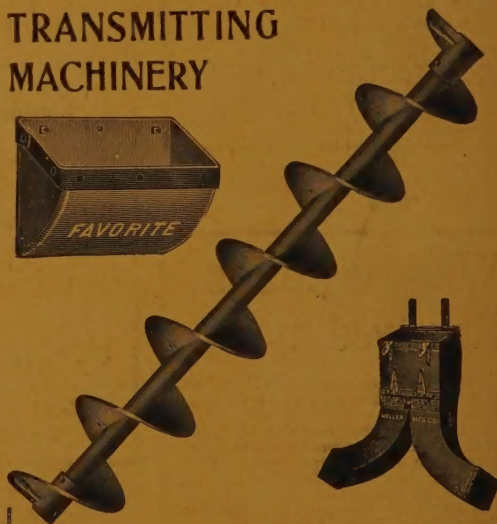
ACCURATE WORK

LUFKIN RULE CO.
SAGINAW, MICH.
U. S. A.

For Sale Everywhere.
Send for Catalogue.



Some of Our Specialties in GRAIN ELEVATOR & POWER TRANSMITTING MACHINERY



Weller Mfg. Co.

CHICAGO, ILL.

Send for our 440-page catalog, 18-A.